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A
HISTORICAL ENQUIRY

CONCERNING

Henry Hudson,

HIS

FRIENDS, RELATIVES, AND EARLY LIFE,

HIS

CONNECTION WITH THE MUSCOVY COMPANY

AND

Discovery of DelaWare Bay.

ABRIDGED FROM THE WORK OF

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Of the Historical Society of Delaware,

AND EDITED BY

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of the Rhode Island Historical Society, &c., &c.*

"History is but the unrolled scroll of Prophecy."

—JAMES A. GARFIELD.

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The Life of Henry Hudson.

PEOPLE have been so long accustomed to regard Henry Hudson as the peculiar property of New York, that scarcely any one dreams of associating his name with the history of Delaware, and very few are aware that in point of time the latter state has a prior claim to him as her discoverer. Yet such is the fact. On the 28th of August, 1609, he entered and explored the waters to which that Commonwealth owes its name, whereas the Half Moon did not anchor within Sandy Hook until the evening of the 3d of September. New York is accordingly Delaware's younger sister.➤

Detailed accounts of four extraordinary voyages accomplished by him, have been preserved in the curious pages of *Purchas*; but the most diligent efforts of the learned have thus far failed to elicit from any quarter, a single authentic incident connected with his early life.

His birth, his parentage, his home, his boyhood, the early days of his manhood, and the influences under which the character and genius of the great discoverer were first developed, would be, to all, matters of deep interest. Unfortunately, we are met at the very threshold of our investigations, by the fact that absolutely nothing is known of Hudson, prior to the 19th of April, 1607, when he suddenly appears upon the stage of action as a captain in the employ of the Muscovy Company, and after the brief period of five years of brilliant explorations in the service of the English and the Dutch, prematurely perishes by treachery amid the scenes of his triumphs.

In England we find that his memory is perpetuated in the title of

a gigantic trading corporation,* and in America, by common consent, his name is affixed to most of the great discoveries which he inaugurated and effected.

Before proceeding to sketch that portion of his history which is known, including his discovery of Delaware Bay, I shall endeavour to place before the reader as clearly as possible, the fruits of my researches into the early history of the family.

(The biographies and notices of this great navigator, with scarcely an exception, refer to *Purchas, his Pilgrimes and Pligrimages*, as the fountain head of knowledge on the subject, or are based upon statements made by that author. The two latest and ablest contributions to his life are : *Henry Hudson in Holland*, by the Hon. Henry C. Murphy, late minister of the United States at the Hague, and *Henry Hudson, the Navigator*, by Dr. Asher, member of the Hakluyt Society of London.

(The first mention of Hudson by *Purchas* occurs in connection with the Muscovy Company. Edge, in his *Brief Discoverie of the Muscovia Merchants*, says : "In the year 1608,† the said fellowship [the Muscovy or Russia Company] set forth a ship called the Hopewell, whereof Henry Hudson was master, to discover the pole."‡ Captain Fotherby, who was also in the employ of the Muscovy Company, speaks of having "perused Hudson's journal."§ But the earliest reference to a personal incident in the life of the great mariner is to be found in the journal of the first voyage, "of that worthy irrecoverable discoverer Master Henry Hudson," as given by *Purchas*.|| "Anno, 1607, April the nineteenth, at S. Ethelburge, in Bishops Gate street, did communicate with the rest of the parishioners these persons, seamen, purposing to goe to sea foure dayes after, for to discover a passage by the North Pole to Japan and China. First, Henry Hudson, master. Secondly, William Colines, his mate. Thirdly, James Young. Fourthly, John Colman. Fifthly, John Cooke. Sixtly, James Beuberry. Seventhly, James Skrutton. Eightly, John Pleyce. Ninthly, Thomas Baxter. Tenthly, Richard Day. Eleventhly, James Knight. Twelfthly, John Hudson, a boy." A

* The Hudson's Bay Company.

† The real date of this voyage to Spitzbergen is 1607. That of 1608 was directed to Nova Zembla.

‡ *Purchas*, III., 464. § *ib.*, III, 730. || *ib.*, III, 567.

singularly small crew, when we consider the extent and hazardous character of the explorations, which were principally along the coast of Spitzbergen; were undertaken for the Muscovy Company, and had for their object the discovery of a north-eastern passage to China)

The journal of the second voyage, made for a like purpose, in 1608, also at the expense of the Muscovy Company, and which resulted in making known a portion of Nova Zembla, next demands our attention.

In quick succession follow the records of Hudson's third voyage in 1609, when, in the service of the Dutch East India Company, he discovered New Netherland, and the account of his fourth and last voyage in 1610-11, in search of a north west passage to China. It was in this expedition, the cost of which was defrayed by several English gentlemen, of whom Sir Dudley Digges was one, that Hudson met his tragic end.)

The omission of all allusion to the prior life of Hudson ought not so entirely to astonish us, when we remember the circumstances under which Purchas compiled his work. He states in his *Pilgrimage*, that he received the accounts of Hudson's first three voyages from Hakluyt. Now we find in the valuable introduction to Sir Henry Middleton's *East India Voyage** by Bolton Corney, the following interesting paragraph intended to account for the mutilation of the records of the early East India voyages, but which will serve equally well to explain the singular omissions apparent in Purchas's narrative of Hudson's career :

"Hakluyt undertook the custody of the manuscript journals of the voyages and travels to which it was held unadvisable to give immediate publicity; comprising voyages to Virginia and to the north-western seas, and all the East India voyages from 1601 almost to the date of his decease in 1616."

"About the year 1620, under circumstances which are nowhere distinctly stated, the collections formed by Hakluyt came into the hands of the reverend Samuel Purchas†, whose *Pilgrimages or Rela-*

* *Hakluyt Soc. Pub.*, 1855.

† "It is to be regretted that this compiler [Purchas] should have adopted the plan of curtailing all his narratives; we get more facts, within a given compass, it is true, but this advantage is more than compensated by the loss of the interest, and indeed confidence, which a genuine unabridged narrative always inspires." Winter Jones's Introduction to Hakluyt's *Voyages to America*, p. xxxiv.

tions of the World, an unfinished work which was first published in 1613, had then reached its third edition. Now Purchas, instead of framing a continuation of the *Principal Navigations*, as edited by Hakluyt, aspired to supersede those volumes by a new compilation, which should include the Hakluyt papers and his own collections. In consequence of this injudicious resolution he was compelled, as he admits, to *contract* and *epitomize* his vast materials. After much laborious application, made irksome by bodily infirmity, he published the results in 1625, in four folio volumes, with the quaint title of *Hakluytus Posthumus, or Purchas his Pilgrimes*.*

(It was in those large and costly volumes, and under such unfavourable circumstances, that the voyages of Hudson made their appearance. It is not difficult to account for the meagre and unsatisfactory manner in which Purchas presents the relations of Hudson's achievements, when we know that he compressed the journal of Sir Henry Middleton's voyage "into less than *one-twentieth part* of its real extent."†)

But since our object at present is not to account for the shortcomings of Purchas, but rather to supply the deficiencies in that portion of his work which relates to Hudson, we naturally turn to the published volumes of Hakluyt, from whose exhaustless manuscript stores the *Pilgrimage* and *Pilgrimes* were compiled. And here we are once more at fault; for the venerable Hakluyt completed "his far-famed volumes, entitled *The Principal Navigations, Voiages, Traffiques and Discoveries of the English Nation*," in the last year of the sixteenth century, A.D. 1599, and "no augmented edition of the work was ever produced, nor any continuation of it on the same judicious plan."‡ There is, therefore, the hiatus of eight years, from 1599 to 1607, between the publishing of Hakluyt's work, and the appearance of Hudson in Purchas's volumes. On turning to the 1599 edition of Hakluyt, we find no mention of *our* Henry Hudson, But we gain much interesting information in relation to the Muscovy or Russia Company, and here discover a remarkable chain of coincidences.

* Bolton Corney's Introduction to Sir Henry Middleton's *East India Voyage*, *Hak. Soc. Pub.*, 1855, pp. iii, iv.

† *Hak. Soc. Pub.*, 1855, p. v.

‡ Corney's Introduction.

We have already mentioned that Henry Hudson is first introduced to our notice by Purchas, as a "Captain" in the service of the Muscovy Company on the 19th of April, 1607. We now discover, from the pages of Hakluyt, that another Henry Hudson, fifty-two years earlier, i. e., the 6th of February, 1555, was named in Queen Mary's Charter as one of the founders and first assistants of the Muscovy or Russia Company. Thus, with half a century between them, we have Henry Hudson, one of the founders of this great corporation, and Henry Hudson a valued and experienced captain in its service. We also find a Christopher Hudson repeatedly spoken of as one of the factors of the Muscovy Company, and finally as their agent in Russia in 1560. Moreover, we notice in the first volume of Hakluyt, the name of Thomas Hudson, of Limehouse, England, captain in the employ of the Muscovy Company in 1580-1.*

To say the least, the coincidence of name is somewhat singular; and we can only account for its having escaped entirely the attention of previous investigators, by explaining that the first Henry Hudson's name is spelt by Hakluyt, *Herdson*. That this same individual's name was also spelt *Hudson*, we learn from the *Proceedings of the Court of Chancery*, reign of Elizabeth, vol. II, page 24. The name of Christopher Hudson is spelt by Hakluyt in a great variety of ways—Hudson, Hodson, Hodsdon. Having, however, consulted the learned Camden's *Remaines Concerning Britaine*, wherein Heardson is said to be from Herdington or Hodgkinson, and Hodson from Hod or Oddo,† and having read also Lower's curious derivation of Hudson from Roger, we were fully prepared for a variety of peculiarities in the modes of spelling Hudson.‡ Before attempting to present the

* The Advertisements and Reports of the 6th voyage made into the parts of Russia and Media for the Companie * * * * in the years 1579-80-81. By Christopher Burrough, in Hakluyt, I, 421.

† Camden's *Remaines Concerning Britaine*, London, 1637, p. 133.

‡ The following account of the origin of this name is to be found in the London ed., 1860, of Lower's *Patronymica Britannica*, p. 159. "Hodgson, the son of Hodge or Roger. This name in the north of England is pronounced Hodgin, while in the south it has taken not only the pronunciation, but the spelling of Hodson or *Hudson*. The name of Hodgson is ancient at Newcastle-upon-Tyne, being found in the records of temp. Edward I, and the Hodgsons of Stella and Acton Co., Northumberland, trace a clear pedigree to 1424." Again on p. 292, same work: "*Roger*. A personal name unknown here before the conquest.

information collected about the first Henry Hudson, Christopher Hudson and Thomas Hudson, and before endeavoring to sum up the relations which they each sustained to our Henry Hudson, it will be well to gain an insight into the history of the great corporation with which they were all connected.)

(The search for a north-western passage to China was first practically inaugurated by Sebastian Cabot, who sailed from England, in the beginning of May, 1498. Half a century later, the same individual, in his old age, promulgated the idea of a northerly opening to India or Cathay, and at his instigation, a company, of which he was made governor, was organized for its discovery. This association was styled the Company of Merchant Adventurers.)

In explanation of the ready support accorded to Cabot's scheme, we need only be reminded of the condition of the maritime affairs of Britain, at that period. The Germans and Italians had long monopolized the English trade. But at this time transatlantic discoveries, and the commerce consequent thereon were beginning to develope, in a wonderful degree, the material resources of Spain, Portugal and the Netherlands, while the prosperity of Italy and the Hanse towns was proportionately declining. England, whose commerce visibly languished under the change, now became eager to escape from the waning powers which had so long controlled her, and was willing to engage in any enterprise that might afford a chance of commercial independence.

(Accordingly, Cabot's plan for distancing all competitors by the discovery of a shorter route to India by the north-east, immediately arrested the attention of men of influence, who were ready to embark at once in a project offering such desirable results.)

(Clement Adams, in his *Newe Navigation and Discoverie of the Kingdome of Muscovia, by the North-east, in the yeere 1553*,* says: "At what time our merchants perceived the commodities and wares

Many persons called Roger, and Rogerous, occur as tenants in Domesday. From it are formed Rogers, Rodgers, Rogerson, &c., and from its nick-name Hodge, we get Hodges, Hodgson, Hodgkin, Hotkin, Hotchkins, Hotchkiss, Hodgkinson, Hockins, Hodd, Hodson, *Hudson*. The Norman patronymical form is Fitz-Roger, and the Welsh, Ap-Roger, now Proddger."

* Reprinted in the original Latin with English translations in the "Bibliotheca Curiosa."

of England to bee in small request with the countreys and people about us and neere unto us, and that those merchandizes which strangers in the time and memorie of our auncesters did earnestly seeke and desire, were nowe neglected and the price thereof abated, although by us carried to their owne portes, and all forreine merchandizes in great accompt and their prises wonderfully raised; certaine graue citizens of London, and men of great wisdom, and carefull for the good of their countrey, began to thinke with themselves how this mischief might be remedied. Neither was a remedie (as it then appeared) wanting to their desires, for the auoyding of so great an inconvenience: for, seeing that the wealth of the Spaniards and Portingalse, by the discouerie and search of newe trades and countreys was marueilously increased, supposing the same to be a course and meane for them also to obtaine the like, they thereupon resolued upon a newe and strange nauigation. And whereas at the same time one Sebastian Cabota, a man in those dayes very renowned, happened to be in London, they began first of all to deale and consult diligently with him, and after much speeche and conference together, it was at last concluded that three shippes should bee prepared and furnished out, for the search and discouerie of the northerne part of the world, to open a way and passage to our men for trauaile to newe and unknown kingdomes.”*

Thus it happened that as early as the 10th of May, 1553, before the association was formally recognised by the Crown, it had despatched an expedition† under Sir Hugh Willoughby, Captain General of the Fleet‡ to prosecute the above design.)

* Hakluyt, I, 243.

† Hakluyt, I, 226-230, has carefully preserved the “*Ordinances, Instructions, and Aduertisements of and for the Direction of the intended Voyage for Cathay*, compiled, made and deliuered by the right worshipfull M. Sebastian Cabota, Esquier, Gouvernour of the misterie and companie of the Marchants aduenturers for the discoverie of Regions, Domminions, Islands and places vnknownen, the 9. day of May, in the yere of our Lord God 1553.”

‡ “Nowe this prouision being made and carried aboard, with armour and ammunition of all sorts, sufficient Captaines and Gouvernors of so great an enterprise were yet wanting: to which office and place, although many men offered themselves, yet one, Sir Hugh Willoughby, a most valiant gentleman, and well borne, verry earnestly requested to have that care and charge committed to him: of whom before all others, both by reason of his goodly personage (for he was of

After untold hardships and terrific sufferings, two of these vessels, with their crews and their leader Sir Hugh, reached an obscure harbor on the desolate coast of Lapland. Here he sent out in a south-south-westerly direction, three men to search for some inhabitants, who went three days' journey but could find none. Afterwards, three others were despatched four days' journey to the west, who also returned without finding any people. Three men next proceeded three days' journey to the south-east, who in like sort, returned without finding any signs of habitation. Thus helpless, hopeless and abandoned, they were found by some Russian fishermen who, attracted by the absence of all appearance of life, boarded the ships and discovered the unfortunate men frozen to death. The corpse of the gallant Willoughby was seated, it is said, at a table in the cabin, with a pen in its hand and the ship's Journal before it, on whose pages was traced the story of the unavailing efforts to find escape from the approaches of an appalling death. The ships, with the dead bodies and most of the goods, were sent to England by the company's agent at Moscow, but being unstaunch by their two years wintering in Lapland, the unfortunate vessels sunk by the way with their dead and them also that brought them.*

(A happier fate befell the third vessel of the squadron, the *Edward Bonaventure*, which carried Richard Chancellor, pilot-major of the fleet, and was commanded by Stephen Burrough, whose subsequent discoveries rendered him famous. This ship succeeded in entering safely the Bay of St. Nicholas, since better known as the White Sea, and on the 24th of August, 1553, arrived at the western mouth of

a tall stature) as for his singular skill in the services of war, the company of the *Marchants* [of Muscovia] made greatest aecompt; so that at the last they coneluded and made ehoyee of him for the *Generall of this voyage and appointed to him the Admirall*, with authoritie and command ouer all the rest."—*Clement Adams*. Hakluyt, I, 243-244, ed. 1599.

In all expeditions consisting of more than two vessels, one was appointed to lead, and was denominated the *Admiral*; another was elected to keep a look-out astern; and was known as the *Vice-Admiral*. The officer in command of the entire fleet was named the *General*, and he sailed in the *Admiral*. The second in command, was styled the *Lieutenant General*, and he sailed in the *Vice-Admiral*. For an exceedingly interesting article entitled "Shipping," see appendix, Note A, to Rundall's very valuable work, *Voyages to the North West*, 229.

* Hakluyt, I, 236, 237, ed. 1599. Milton's *Brief History of Muscovia*, p. 597.

the River Dwina. From this point Richard Chancellor made his way overland to the court of the Emperor of Russia, where a most cordial reception awaited him, of which he afterwards wrote an interesting account, contained in "The booke of the great and mighty Emperor of Russia and Duke of Moscouia."*

Though the failure of Willoughby's part of the Muscovy Company's first expedition was peculiarly distressing, yet the success of that portion under the command of Richard Chancellor laid the foundations of the Company's prosperity, and of the commercial and political relations which, with but slight interruptions, have continued to exist between Russia and England to the present day.†

Soon after the inauguration of intercourse between these countries, which was not only to exercise great influence over individuals, but also materially to affect the destinies of two powerful nations, the *Company of Merchant Adventurers*, called also *The Society for the Discovery of Unknown Lands*, obtained from Queen Mary, a Charter bearing date the 6th of February, 1555. In the same year the Emperor of Russia‡ granted these incorporated English Merchants a formal Charter of Privileges to trade throughout his dominions,§ in accordance with the informal permission he had already given them in his letter to Edward VI, forwarded February, 1554, by the hands of Richard Chancellor. Subsequently, in the eighth year of the reign of Queen Elizabeth, 1566, they procured an act of Parliament, in which they were styled, *The Fellowship of English Merchants For Discovery of New Trades*.

(It is in the first Patent or Charter from Queen Mary given in the year 1555, that the name of *Henry Herdson* occurs.)

* Hakluyt, I, 237.

† Hakluyt, I, 255, gives "The Copie of the Duke of Muscouie and Emperour of Russia his letters, sent to King Edward the sixth, by the hands of Richard Chancelour," dated February, 1554, giving the English permission to trade. We find also in Hakluyt, I, 258, 259, "Letters of King Philip and Queene Marie" to the Emperor of Russia, written April 1st, 1555, and sent by Richard Chancellor, George Killingworth and Richard Graie.

‡ The title of "Emperor" was not adopted till 1608. The "Czar of Muscovy" here alluded to was Ivan IV., the Terrible.

§ Hakluyt, I, 265-267, ed. 1599.

From this Charter we learn that, "William *Marques* of Winchester *Lord High Treasurer of this our Realme of England*, Henrie *Earle of Arundel Lord Stewarde of our householde*, John *Earle of Bedford Lord keeper of our priuie Seale*, William *Earle of Pembroke*, William *Lorde Howard of Effingham Lorde high Admirall of our saide Realme of England*," were among the most active originators of the Company, and that the instrument of incorporation itself was given in answer to their humble petition.*

Sebastian 'Cabota' or Cabot, is named by the Charter first Governor of the Company; "George *Barnes*, Knight and Alderman of our Citie of London, William Garret, Alderman of our said Citie, Anthonie *Husie*, and John *Suthcot*," are constituted "the first and present *four* Consuls of the said felowship;" and "Sir John Gresham, Knight, Sir Andrew Judde, Knight, Sir Thomas White, Knight, Sir John Yorke, Knight, Thomas Offley the elder, Thomas Lodge, *Henry Herdson*, John Hopkins, William Watson, Will. Clifton, Richard Pointer, Richard Chamberlaine, William Mallorie, Thomas Pallie the elder, William Allen, Henry Becher, Geffrey Walkenden, Richard Fowles, Rowland Heyward, George Eaton, John Elliot, John Sparke, Blase Sanders and Miles Mording," are ordained the first "twenty-four *Assistants* to the saide Gouvernour."†

The intentions of the Company to send out expeditions to the Northwards, North-eastwards, and North-westwards are clearly indicated by this Charter; and protection is expressly guaranteed‡ against the interference of others in the searches in those directions.

(Attention has been already particularly directed to the fact that the name of Henry Hudson, the founder of the Muscovy Company, is written *Herdson* by Hakluyt, while it is spelled *Hudson* in *The Proceedings Of The Court of Chancery In The Reign Of Elizabeth*. This need occasion no surprise if we will remember that Lower derives Hudson from Roger, and that Camden refers it to Herdington. But further than this, the above individual and his sons are found under each of the following forms: Herdson, Herdsun,

* Hakluyt, I, pp. 267, 268.

† Hakluyt, I, 268, 269.

‡ Hakluyt, I, 268, 272.

Herdson, Herdsoun, Heardson, Hardson, Hudson ; whilst the name is also spelled, Hodson, Hoddeson, Hodshon, Hodgson, Hodgeson, Hudgeson, Hogsdon, Hogeson, Hodisdon, Hodesdon, Hoddesdon, Hodesdon, Hoddesdonn, Hoddesden, Huddesdon.*)

The Henry Hudson who is named in Queen Mary's charter as one of the founders and first Assistants of the Muscovy Company, was a man of large wealth and extended influence. He was a citizen of London, and a member of the corporation of Skinners, or Tanners.†

"This Company of Skinners," says Stow, "was incorporate by Edward the 3. in the first of his reigne ; they had two Brotherhoods of Corpus Christi, viz. one at St. Mary Spittle, the other at St. Mary Bethlem, without Bishopsgate. Richard the Second, in the eighteenth of his reigne, granted them to make their two Brotherhoods one, by the name of the Fraternity of *Corpus Christi* of Skinners. Divers royall persons were named to bee Founders, and Brethren of this Fraternity, to wit ; Kings sixe, Dukes nine, Earles two, Lords one, Kings, Edward the third, Richard the second, Henry the fifth, Henry the sixth, and Edward the fourth."‡

Mr. Hudson served as an Alderman§ and would undoubtedly have been elected to the Mayoralty had his life been spared. Like his contemporary Sir John Gresham the elder, uncle of the celebrated Sir Thomas Gresham, Mr. Hudson having amassed a great fortune in trade, became the purchaser of extensive landed estates. After the suppression of the Monasteries, the crown granted the forfeited church lands at Hitchin, in the County of Hertfordshire, to Edward Watson and Henry Hudson, Gentlemen.||)

* Hakluyt, *Proc. Ct. Ch.*, Rg. of Eliz. Machyn's *Diary*. *Magna Britannia*. Sims' *Index to Heraldic Visitations*. The *Topographer and Genalogist*, London, 1853. Stow's *Survey of London*.

† The Skinners, or Tanners, vide "Diary of Henry Machyn, A. D. 1550 to 1563." Camden Soc. Pub. 1848, page 99.

‡ Stow's *Survey of London*, 248, ed. 1633.

§ Machyn's *Diary*, p. 99. *Proc. Ct. Chancery*, Reign of Eliz., vol. II, p. 24.

|| "Hitchin ; here are two small Priories, the one of white *Carmelites*, founded by Jahn Blomville, Adam Rouse, and John Cobham, and dedicated to our Saviour, and the blessed Virgin and King Edward II confirm'd the Endowments.

Sir Bernard Burke, in his account of the Dixwell Family, speaks of Henry Hudson Esq., of Stourton, in *Lincolnshire*.^{*} Henry Hudson possessed property in the neighbourhood at an early period; this fact explains the constant intercourse, and intimate business relations, evidently existing between him and Edward, Lord Clinton, who built the fine mansion at Sempringham,[†] and had other great estates in *Lincolnshire*.

To use the words of Mr. Burgon in his life of Sir Thomas Gresham: "This may be as proper a place as any other to mention, that my reading has led me to quite a different conclusion respecting the estimation in which merchants were formerly held, to that entertained by the elegant author of *Illustrations of British History*. Mr. Lodge considers that the nobility of other days kept themselves at a distance from even the first members of the commercial order;[‡] but I believe the contrary will be established by the following pages. What is strange, the nobles appear among the most enterprising speculators, and were themselves traders on the grandest scale. In Queen Mary's reign, for instance, when the Muscovy merchants were incorporated (that is to say, the first English company which traded to Russia), the most powerful of the nobility stand foremost in the list of members."[§]

"The Earls of Leicester and Shrewsbury sent out joint-adventures to Muscovia in 1574; on which occasion the first-named peer writes to his friend, 'I assure you if I had had 10,000*l.* in my purse, I wold have adventured it every peny myself.'^{||}"

These Monks held this House till 21 *Henry VIII*, when it was surrender'd to that King, being valued at £4, 9*s.* 4*d.* *per Ann.* After the Dissolution, it was granted to *Edward Watson* and *Henry Herdson* Gent., who conveyed it to the *Radcliffs*, in which family it still remains, *Sir Ralph Radcliff* being the present owner." *Magna Britannia*, Act. of Hertfordshire, ed. Lon. 1738, II, 1027.

^{*} Burke's *Extinct and Dormant Baronetage*, 161, 162. London, 1838.

[†] *Magna Britannia*, II, 1416. London ed., 1738.

[‡] *Illustrations of British History*, vol. III, p. 151, Note.

[§] Strype's *Stowe*, ed. 1720, ch. v., 260. See also Froude's *History*, *passim*.

^{||} Lodge's *Illustrations*, vol. II, p. 46. Burgon's *Life of Sir Thomas Gresham*, vol. I, 47, 48.

Mr. Hudson's friend "Lord Clinton and Say," is frequently mentioned by Machyn.* He was created Lord High Admiral of England by patent the 14th of May (4 Edw. VI), 1550; and retained that office until the 10th of March, 1554; when he was succeeded by Lord Howard of Effingham. He was again appointed Lord Admiral by Philip and Mary in 1558; and was continued by Queen Elizabeth, who advanced him, in the 14th year of her reign, to the earldom of Lincoln. He was one of her Majesty's Privy Council; and one of those appointed for the trial of the Duke of Norfolk. He died while in office in the year 1585.†

From Lord Clinton Mr. Hudson purchased the *manor of Bertrams* and the *manor of Newington juxta Hith*, or *Newington Belhouse*, in the "Lathe," or Hundred of Shepway, County of Kent.‡ From the same nobleman, he bought the ancient manors of *Stelting*, *Ackhanger*, *Terlingham*, and the still more venerable and extensive manors of *Folkston* and *Walton*.§ He was also Lord of the manor of *Sweton*.||

Alderman Henry Hudson died in the City of London, of a peculiar kind of malignant fever, which raged with such violence in the metropolis, that seven aldermen, Hudson, Dobbs, Laxton, Hobbleshorne, Champneys, Ayloffe, and Gresham,¶ fell victims to it, within the space of ten months.**

* Machyn's *Diary*, pages 6, 7, 9, 20, 31, 35, 79, 143, 197, 202, 207, 233.

† Lists of Officers of State during the period covered by Machyn's *Diary*. Prepared by John Gough Nichols, F. S. A. Camden Soc. Pub., 1848, page xvi. *Magna Britannia*, II, 14-42, Lond., ed. 1737. For an extended account of Clinton, see Lodge, II.

‡ *Mag. Brit.*, II, 1184, 1185. § *Mag. Brit.*, II, pages 1178, 1183, 1184.

¶ *Proc. Court of Chancery*, Reign of Elizabeth, II, 24. No. 56.

|| Sir John Gresham, the elder, deceased the 23d October, 1555. He was Sheriff of London in 1537, and was knighted while in office. In 1547, while Lord Mayor, he revived the splendid pageant of the Marching Watch. Stow's *Survey*, ed. 1720, quoted by Burgon. Sir John Gresham, Senior, should not be confounded with his nephew, Sir John Gresham, whose name heads the list of Assistants of the Muscovy Company in Queen Mary's Charter. The younger Sir John was born in 1518, received the honor of Knighthood from the Protector Somerset, on the field, after the victory of Musselburgh, in 1547. Like the rest of his family he was a mercer and merchant-adventurer. He died in the year 1560. Burgon's *Life of Sir Thos. Gresham*, I, 369, 370.

** Machyn's *Diary*. Notes, page 353. Burgon's *Life of Sir Thomas Gresham*, I, 19.

"The last year began the hote burning feuers whereof, died many olde persons, so that in London died seven Alderman, in the space of tenne moneths." Howe's *Abridge*. Stow's *Chronicle*, p. 276, London, 1618.

Machyn gives the following account of the imposing ceremonies observed at his funeral: "The XX day of Dessember [1555] was bered at sant Donstones in the Est master Hare Herdsun, altherman of London and skynner, and on of the masturs of the hospetall of the gray frers* in London, with men and xxiiij women in mantyll fresse† gownes, a hersse of wax,‡ and hong with blake; and ther was my lord mare and the swordberer in blake, and dyvers odor althermen in blake, and the resedew of the aldermen, atys beryng; and all the masters, boyth althermen and odor, with ther gren stayffes in ther handes, and all the chylderyn of the gray fressse, and iiij men in blake gownes bayryng iiij gret stayffes torchys bornyng, and then xxiiij men with torchys bornyng; and the moorowe iij masses songe; and after to ys plasse to dener; and ther was ij goodly whyt branchys, and mony prestes and clarkes syngyng."§

* *Grey Friars.* The following Latin sepulchral inscription found in the *Church of the Grey Friars, London*, refers perhaps to the parents of this Henry Hudson:—"Roudolfi Hudson civis et aurifate, Lond. et Elizabeth ux eius; qui ob 27, June 153°." Vide *Collectanea Topographica et Genealogica*, V, 392.

In this connection it may be proper to mention that the account of the "Meeting of Henry VIII, and Charles V" (given page 57, *Rutland Papers*, Camden Soc. Publications, London, 1842), contains a notice of the attendance upon the English King during his pleasant visit to Gravlines on the 10th of July, 1520, in which an allusion is made to a *William Hodgeson* or *Hudson* as 'Chiefe Officer of the Botrye.' Thomas More is also spoken of as 'Chiefe Officer of the Pitcher House,' and Thomas Weldon, an ancestor of sir Anthony, the libeller of the Stuarts, is referred to as holding an office apparently of inferior rank in the Ewry.

† Probably fricze made purposely for mantles.

‡ The Hearse was, on grand occasions, ready to receive the corpse when it arrived within the Church: having been erected a day or two before. It was a frame "made of timber, and covered with black, and armes upon the blacke." The term "herse of wax," is one of continual recurrence, and is to be understood not of the material of the hearse itself, but of the candles and tapers with which it was covered. What we now call a hearse is described by Machyn as, "a wagon with iiij wheels, all covered with blacke."

§ "Henry Machyn, Citizen and Merchant-Taylor of London," was born in the year 1496 or 1498. He was probably "in that department of the trade of a merchant-taylor which we now call an undertaker or furnisher of funerals." The remarkable Diary of which he was the author, covers a period of 13 eventful years, viz.: from 1550 to 1563. It doubtless originated from the nature of the writer's business, and it is at first a mere record of the principal Funerals for which he was employed to provide. The first event of another kind commemorated is the committal of Bishop Gardiner to the Tower in Feb., 1550-1; after which he enters

Mr. Hudson's widow Barbara afterwards married Alderman Sir Richard Champion,* who was elected Sheriff in 1558-9; Lord Mayor of London 1566; and died without issue in 1568.† The lady Barbara was godmother to Thomas White, son of Sir John White, and nephew of the Sir Thomas White, whom we recognize as one of the Muscovy Company's first Assistants.‡ She erected a monument in St. Dunstan's in the East, with kneeling effigies of herself and both the aldermen her husbands.)

The arms of Henry Hudson were Argent, semée of fleurs-de-lis gules, a cross engrailed sable.§

The following account of the monument and its surroundings, with the poetical epitaphs, is preserved in Stow's *Survey of London*.|| "On the South side of the Chancell, [of the Parish Church of St. Dunstan's in the East, Tower Street Ward,] Standeth an ancient Marble Tombe * * with this inscription :

every occurrence that struck him as deserving of remembrance. Strype, the English Ecclesiastical Historian, incorporated in his works many passages from Machyn's *Diary*, which have been frequently quoted by subsequent writers.

The manuscript itself was in the Cottonian Library, and suffered somewhat in the fire. The injured leaves were kept loose in a case until 1829, when they were carefully arranged, and inlaid, under the superintendence of Sir Frederick Madden, who bears witness to their value.

In 1848, the Camden Society printed the *Diary*, from the original manuscript. The publication was edited by John Gough Nichols, F.S.A., who says; "these records will afford valuable assistance to the family historian and genealogist."

* Nichols' *Notes to Machyn's Diary*, Camden Soc. Publications, London, 1848, page 347.

† The *Magna Britannia* has it Oct. 30th, 1561, the date given on this monument, is : Oct. 30th, 1568. See Stow's *Survey of London*, p. 139, ed. 1633.

‡ Machyn's *Diary*, p. 248, Hakluyt I., 269, ed. 1599.

§ Nichols' *Notes to Machyn's Diary*, Cam. Soc. Pub. London, 1848, page 347. List given by William Smith, Rouge-dragon. "A Book in fol. of 98 leaves, written in a fair hand on vellum, containing the Arms in Coulours and Pedigrees of Families in the County of Sussex, taken at a visitation A. D. 1634," is mentioned in the Catalogue Harleian MSS., vol. III, p. 335. On page 24 of this document may be found The Arms and Pedigrees of the Hudson Family of Sussex, which might throw much light on the subject under discussion.

|| Stow's *Survey of London*, 138, 139, ed. 1633.

*" Here lyeth Henry Heardsons corps,
 within this Tombe of Stone :
 His Soule (through faith in Christ's death,)
 to God in Heaven is gone.
 Whiles that he lived an Alderman,
 and Skinner was his state :
 To Vertue bare hee all his love,
 to vice he bare his hate.
 His Almes that weekly he bestowed,
 within this Parish here,
 May witneesse to the Poores releefe,
 what good will hee did beare.
 He had to wife one Barbara,
 which made this Tombe you see :
 By whom he had of issue store,
 eight sonnes and daughters three.
 Obiit 22. Decemb. An. Dom. 1555."*

It will be observed that according to Stow the name was spelled in the epitaph, Heardson. Stow, however, spells it elsewhere, Herdson and Hudson.

This gentleman, whom Hakulyt tells us was one of the original Assistants of the Muscovy Company, was, Mr. Read believes, the ancestor of Henry Hudson, who fifty-four years afterwards discovered Delaware Bay and Hudson's River.

Henry Hudson, the elder, left three daughters, one of them Abigail, married Charles Dixwell, Esq., of Coton, in the County of Warwick, and had issue.

1. William, who inherited Coton, and was the ancestor of the Dixwells of Coton Hall.

2. Edward, named after his mother's brother, Ed. Hudson.

3. Humphrey.

4. *Basil.*

5. Barbara, named after her grandmother Barbara Hudson.

Henry Hudson, the elder, left eight sons. Three of these, viz: *Thomas Hudson, John Hudson, and Edward or Edmund Hudson*, are mentioned in this order in the *Calendar of Proceedings in the Court of Chancery, Reign of Elizabeth*.* From the same source we learn that Thomas Hudson, Esq., conveyed to his brother John Hudson, 'for certain purposes, the manors of Newing Belhouse, Newington Bartram, Newington Fee, Damyott, Brensett, Sachfilde, and Stepiars, in the County of Kent.† This John Hudson dying without issue, bequeathed his estates to his sister's youngest son, Sir Basil Dixwell, Bart.,‡ who transplanted himself accordingly from the County of Warwick, to *Terlingham* in Kent, where he continued until the year 1622, when he removed to Broome, in the same county, also a manor of his, on which he had recently erected a handsome mansion-house. He served the office of Sheriff in the 2d year of Charles I, and was created a Baronet by that monarch, 18th February, 1627. He died unmarried in 1641, when the Baronetcy became extinct, and his estates devolved, under his will, upon his nephew, Mark Dixwell, Esq., son of his brother William, who married Elizabeth, daughter of M. Read, and sister of W. Read Esq., of Folkestone, and was the ancestor of Sir Henry Oxenden, Bart., who thus became possessor of the ancient estates of John Hudson, the male line of the Dixwells having failed.§

We have no definite information relative to *Edward Hudson*, the third son of Henry Hudson, the elder. George, Edmund, John,|| and William Hudson,¶ infants, were parties, however, in a suit in the

* *Cal. Proc. Court of Chanc.*, Rg. Eliz., II, 24.

† *Cal. Proc. Court of Chanc.*, Rg. Eliz., II, 62.

‡ *Magna Britannia*, II, 1178, 1183, 1184, 1185.

§ *Burke's Ex. and Dormant Baronetage*, pp. 161, 152.

|| A. D. 1575, June 3. We find a *John Hudson* in the list of Masters of Art, under the above Date: "*John Hudson of Broadgates Hall*. He was afterwards vicar of *Patcham* in *Sussex* and Author of *A Sermon At Pauls Cross* on Hebrews, 10: 19, *Lond.* 1584, Oct., and perhaps of other matters." *Wood's Athene Ox.*, vol. I, p. 738.

¶ The following extracts suggest the idea, that the William Hudson mentioned therein, is identical with the William Hudson in the text, and that he, and his son Christopher Hudson, also mentioned therein, were members in a later generation of the same family to which Christopher Hudson, of the Muscovy Company's Service, belonged.

reign of Queen Elizabeth, to enforce the payment of legacies out of the estate of their father *Edmund Hudson*. It may be that this *Edmund Hudson* and *Edward Hudson* were one and the same person.)

(We have seen that *Thomas Hudson*, the eldest son of Henry Hudson, Senior, conveyed to *John Hudson* certain lands, and that he afterwards brought suit against this younger brother in the Court of Chancery, to settle sundry accounts growing out of the transfer.* This is all we positively know in reference to the matter. It is possible that *Thomas Hudson* had become embarrassed, and had been obliged to give up his share of the inheritance to his brother,† with the stipulation that he should receive a certain sum, equal to the excess in value of the property over the amount of his indebtedness, and that it was to recover this money that the suit was brought.)

(However this may have been, *Thomas Hudson* seems to have been

"A Treatise on the Court of the Star Chamber, written by Wm. Hudson, of Greys Inn, Esq., and containing a very full and elaborate account of that tribunal."

"This Treatise or survey of the Court of Star Chamber, will, upon reading, appear to be wrote in a masterly yet humble manner, and by impartial readers to be approved. It was begun in the reign of K. Ja. 1st and finished early in the reign of Ch. 1st." *Lansdowne Catal.* It appears from the work itself that Hudson was a barrister and a practitioner in the Court of the Star Chamber. Some further account of him may be seen in a note by Humphrey Wanley, which follows the above by Mr. Umfreville, and also in the *Harl. Catal. of MS.*, No. 1226. *Catalogue of the Lansdowne MS.*, in the *British Museum*, No. 622. Wm. Hudson is mentioned in No. 639, fol. *Lansdowne Catal.*, as "one of the Registers of the Court of Star Chamber."

"This Treatise was compiled by Wm. Hudson of Graies Inne, Esq., one very much practized and of great experience in the Star Chamber; and my very affectionate friend. His sonne and heyr Mr. Christopher Hudson (whose hand-wryting this booke is), after his father's death gave it to mee 19th Decembris, 1634. Jo. Finch." *Catal. Harleian MSS.*, No. 1226, vol. I, p. 612.

Proc. Ct. of Chanc., Rg. of Eliz., vol. II, page 62.

† The Privileges of *Gavel-kind* belonging to the County of Kent are threefold : 1. The Heirs male share all the lands alike. 2. The Heir is at 15 at full age to sell or alienate. 3. Though the Father was convicted of Treason, yet the Son enjoys his Inheritance : Hence that Proverb, *the Father to the Bough, and the Son to the Plough*. These three Privileges, granted and confirmed to them by William the Conqueror, are denominated Gavel kind. *Present State of Great Britain*, by John Chamberlayne, Esq. London, 1748, p. 15.

living nine or ten years after his father's death, at Mortlake in Surrey on the Thames, six and a half miles from London, between Putney and Richmond. The following entry occurs in the Private Diary of Doctor John Dee, the famous philosopher of Mortlake, with whom Thomas Hudson was on intimate terms: "[A. D. 1564] June 20th, Mr. Hudson, hora septima ante meridiem."* This was one of the many notes of nativities made by the Doctor, who was constantly consulted professionally as an astrologer.)

Doctor Dee was a man of great learning and extensive acquirements. He was particularly distinguished for his geographical attainments, while his opinion, on a variety of matters of state, was frequently asked by Sir Francis Walsingham, and Queen Elizabeth herself. He was the cherished friend and adviser of the principal navigators of his time, and was actively engaged in promoting the objects of the *Muscovy* or *Russia Company*.† Indeed Hakluyt has preserved "Certaine briefe addresses given by Master Dee, to Arthur Pet, and Charles Jackman, to bee observed in their North-easterne discoverie, Anno 1580;"‡ and from his own Diary we learn that on the 17th of May, 1580, he was at the Company's House in London, on business concerning the Cathay voyage.§ Two weeks later Pet and Jackman sailed from Harwich, in the Company's employ, in search of a north-east passage to China or Cathay, taking with them a Chart which the Doctor had constructed for their guidance.||

Frequent reference is made by the Doctor to certain pecuniary transactions between himself and *Thomas Hudson*. March 12th, 1581, he records: "All reckonings payd to Mr Hudson, £11, 17s."¶ After his return from the continent he has the following: "June 28th, [1590] I payd Mr. Hudson for all his corn, and also for the wood tyll May, receyved synce I cam home."** March 21st, 1591, he says: "Remember that on Passion Sunday, being the 21st of March,

* *Private Diary of Doctor John Dee*, Camden Soc. Pub., 1842, page 2.

† For a Notice of Doctor Dee see Appendix.

‡ Hakluyt, vol. I, p. 437.

§ [1580] "May 17th, at the Muscovy howse for the Cathay voyage." *Priv. Diary*, page 7, Cam. Soc. Pub., 1842.

|| Side Note. Hakluyt, vol. I, p. 437. ¶ *Private Diary*, p. 11.

** *Private Diary*, p. 34.

by our accownt, all things was payd for to *Mr. Thomas Hudson* for wood and corne, abowt £14, at his howse when he was syk of the strangury.* In this connection it is interesting to note the entry for February 21st, 1593, which refers to the greatest English mathematician of that day: "I borrowed £10 of Mr. Thomas Digges† for one whole yere."‡

The extracts from the Diary which are given in the appendix,§ reveal the character and standing of the men with whom *Thomas Hudson* and Dr. Dee were daily in the habit of associating. When taken in connection with the ensuing quotations, they clearly indicate that the friendship existing between these two, had its origin in the interest which they naturally felt in the Muscovy or Russia Company. The curious document from which they are taken, repeatedly mentions Sir Humphrey Gilbert, "Mr. Secretary" Sir Francis Walsingham, Mr. Hakluyt, Mr. Adrian Gilbert, Captain John Davis, Richard Candish, and his famous nephew Thomas Candish, Sir George Peckham, Sir John Gilbert, and Sir Walter Raleigh, as members of a circle, wherein *Thomas Hudson* figured prominently. We are allowed to look in upon the great men of England, and the next paragraph even affords us a familiar view of good Queen Bess herself: "Feby. 11th, [1583] the Queen lying at Richmond weet to Mr. Secretary Walsingham to dynner; she coming by my|| dore gratically called me to her, and so I went by her horse side as far as where *Mr. Hudson dwelt*."¶

* *Priv. Diary*, p. 38.

† He was father of Sir Dudley Digges who was a principal promoter of Henry Hudson's last voyage in 1610-11.

‡ *Priv. Diary*, p. 43.

§ See Appendix.

|| "Dr. Dee dwelt in a house neere the water side, a little westward from the church at Mortlake. The buildings which Sir Francis Crane erected for working tapestry hangings, and are still (1673) employed to that use, were built upon the ground whereon Dr. Dee's laboratory and other roomes for that use were built. Upon the west side is a square Court, and the next is the howse wherein Dr. Dee dwelt, now inhabited by one Mr. Selbury, and further west his garden. * * * * Dr. Dee was wel beloved and respected of all persons of quality thereabouts, who very often invited him to their houses or came to his." *MS. Ashm.*, 1788, fol. 149. in *Cam. Soc. Pub.*, 1842.

¶ *Private Diary*, pp. 18, 19.

We have reserved perhaps the most interesting memoranda, so far as our immediate subject is concerned, until now.

“Jan. 23d [1583], the Right Honourable Mr. Secretary Walsingham, cam to my howse, where by good lok he found Mr. Awdrian Gilbert, and so talk was begonne of *North-west* Straights discovery. The Bishop of St. Davyd’s (Mr. Middleton) cam to visit me with Mr. Thomas Herbert. The Lord Grey cam to Mr. Secretary, and so they went unto Greenwich. Jan. 24th, I, Mr. Awdrian Gilbert, and John Davis went by appointment to Mr. Secretary to Mr. Beale his howse, where onely we four were secret, and we made Mr. Secretary priue of the N. W. passage, and all charts and rutters were agreed uppon in generall. March 6th, I, and Mr. Awdrian Gilbert, and John Davis did mete with *Mr. Alderman Barnes*, Mr. Townson, and Mr. Yong, and *Mr. Hudson, about the N. W. voyage.*”*

We are here made acquainted with the origin of the famous voyages of John Davis, and singularly enough, in the light of subsequent events, discover *Thomas Hudson* consulting with that celebrated navigator in reference to a search for a North-west passage to China or Cathay. We shall hereafter recognize the influence of Davis’s subsequent explorations upon *Henry Hudson*, and learn that it was in attempting to find a passage to the westward and northward twenty-six years after the above project was entertained by his relative *Thomas Hudson*, that *Henry Hudson* made his discoveries of Delaware and New York. †

We have already referred to the fact that a Captain Thomas Hudson, of Limehouse, in the Muscovy or Russia Company’s employ, is frequently mentioned in a very interesting account of the 6th voyage set on foot by that Company “into the parts of Persia and Media.”

* *Private Diary of Dr. John Dee*, pp. 18, 19.

† Captain John Davis made his three well-known voyages to the North-west in 1585, 1586, and 1587.

It was in the latter year that sailing across the mouth of what is now called Hudson’s Strait he saw to his great admiration “the sea falling downe into the gulfe with a mighty overfall and roaring, and with diuer circular motions like whirlpools, in such sort as forcible streams pass through the arches of bridges.” Henry Hudson, as we shall see, referred to this in his journal of his second voyage, as the “furious over-fall of Captain Davis.”

The report of the expedition as given by Hakluyt was "gathered out of sundrie letters written by *Christopher Burrough*, seruant * to the saide companie, and sent to his Vncle Master *William Burrough*." †

It appears that Arthur Edwards, William Turnbull, Matthew Talboys, and Peter Gerard, Agents and Factors of the above Corporation, sailed from Gravesend on the 19th June, 1579, reached what is now Archangel the latter part of July, and proceeded from thence, sometimes by river, sometimes by land travel, to Astracan, a city near the mouth of the Volga, on the north-western shore of the Caspian sea; where they arrived on the 16th of October, and found "in good order and readiness" the ship commanded by "*Thomas Hudson*, of Limehouse," which the Company had "provided for the Persia voyage." Having dined by invitation with the Chief Secretary of Duke Pheodor Micalouich, the Russian governor of Astracan, they were persuaded by him, in view of the near approach of the icy season and the unsettled condition of Media and Persia, to pass the winter at Astracan.

"The first day of May (1580), in the morning, having the shippe in readiness to depart," they "invited the Duke and the principall Secretary Vasili Pheodorouich Shelepin, with other of the chiefest about the Duke to a banquet aboard the ship, where they were interteined to their good liking, and at their departure was shot off all the ordinance of the ship, and about nine of the clocke at night the Same day they weyed anker, and departed with their ship from Astracan." After various mishaps and detentions, arising from the shoals in the Volga and the bars at its mouth, "they bare off into the" Caspian "Sea" on the 17th May. It is not necessary to rehearse the subsequent adventures of the party, from their departure in the ship under the command of Captain Thomas Hudson, until their return with him to Astracan in the month of December following. The particulars of their interesting voyage to Bildih and Derbent, their sufferings from shipwreck, their narrow escapes, their

* Hakluyt, I, page 419, ed. of 1599.

† At that period, officers whom we now designate as Agents, Commissioners, etc., were often in a general way termed Servants. Sir Richard Clough, in his last will, calls Sir Thomas Gresham his "Master" and styles himself "servant." In the same document Sir Richard mentions his own brother by the latter designation. Vide Burgon's *Life of Sir Thos. Gresham*, vol. I, page 236.

miraculous preservation from starvation, are given in the pages of Hakluyt. Having spent a second winter at Astracan, *Thomas Hudson* started from that city, with Wm. Turnbull, Matthew Talboys and others, in the month of March, 1581; and after nearly four months' journey across Russia, reached the shores of the White Sea, and found in the "rode of St. Nicholas," almost ready to depart, certain Ships belonging to the Muscovy Company. On the 26th of July, 1581, Thomas Hudson * sailed in the *Thomas Allen*, one of the Company's vessels, and reached England about the first of September.

(There is little doubt that Henry Hudson, the elder, had a son named *Henry*. Henry Hudson is mentioned by Stow, as a citizen of London, in the first year of the reign of Queen Elizabeth, 1558-9. This was four or five years after the death of the elder Hudson; and the son would appear to have been, at that time, a man of influence and standing in the city. His name occurs in a list,† of a dozen responsible persons, of that date, who were appointed by the Lieutenant of the Tower, the nominal keepers, or bondsmen, as we should style them, for William Aston, a citizen of note, and "free of the Company of Haberdashers." The same individual seems to have been plaintiff, in a suit in the Court of Chancery, against a certain Francis Ringsteed, concerning some personal matters.‡ As late as the year 1572, Henry Hudson was one of the defendants in a suit brought in the same court by Edward Stanhope, who claimed, by purchase, the "farm in Gouxhill called the Abbey Garth, parcel of the monastery of Thorton," in Lincolnshire.§ This is suggestive, when we recall the fact that Burke speaks of the elder Henry Hudson as "of Stourton, in Lincolnshire.")

The Muscovy Company was organized for the purpose of promot-

* It is probable that Capt. Thomas Hudson, and Thomas Hudson, the friend of Dr. John Dee, were not the same. For an entry in the Doctor's *Diary*, of the 12th March, 1581, states: "All reckonings payd to Mr. Hudson, £11, 17s." Which leads one to think that that Mr. Hudson was then at home.

† Stow's *Survey of London*, ed. 1633, p. 126.

‡ *Cal. Proc. Court of Chanc.*, Rg. Eliz. vol. ii. p. 29. The name is here spelled Henry Hodgeson.

§ *Cal. Proc. Court of Chanc.*, Rg. Eliz., vol. iii. p. 45. The name here assumes the form of Henry Hogeson.

ing the discovery of a short passage to India by the north, and under the guidance of Richard Chancellor it early succeeded in gaining the goodwill of the Emperor of Russia. Having thus obtained a foothold in that country, the Company sent thither its Agents and Ships to develop a trade which in a few years grew to be immensely valuable. The idea of a northern passage to China was never abandoned. Stephen Burrough was sent to prosecute the search in 1556, but returned after having discovered "Image Cape," the north-eastern extremity of the island of Vaigats in 70° 29' N. latitude, and the entrance into the White Sea, called after him Burrough's Strait. For several years indeed, after this voyage, the Muscovy Company turned its attention principally to the trade with the interior of the continent both in Europe and in Asia. The expedition under Captain Thomas Hudson, of Limehouse, just described, is an example of this. The instructions, however, given on the occasion of the fitting out of two expeditions at intervals of twelve years, the first under James Bassendine, James Woodcocke and Richard Browne in 1568,* and the second under Pet and Jackman in 1580,† are sufficient proofs that no opportunities nor means were neglected to obtain information, with a view to the eventual realization of the scheme which was the principal object in the original formation of the Company.

(One other important member of the Hudson family, himself a zealous upholder of the interests of the Muscovy Company, remains to be noticed, before we pass to the consideration of the character and purposes of Henry Hudson, the discoverer.)

The earliest allusion to *Christopher Hudson* is to be found in "the letters of M. George Killingworth, the Companies first *Agent* in Muscouie, touching their entertainment in their second voyage, Anno 1555, the 27, of November in Mosco." M. Killingworth writes from that city as follows: "And the 28, day of September (1555) we did determine with ourselues that it was good for M. Gray, Arthur Edwards, Thomas Hautory, *Christopher Hudson*, John Segewicke, Richard Johnson, and Richard Judde, to tarie at Vologda,

* Hakluyt, I, pp. 382, 383, ed. 1599. The date is here misprinted 1588. See also Dr. Beke's learned *Introduction to De Veer's Voyages*. Hak. Soc. Pub., 1853.

† Hakluyt, I, pp. 433, 434, 435.

and M. Chancellor,* Henry Lane, Edward Prise, Robert Best, and I should goe to Mosco."† In closing the letter he says: "And to certifie you of the weather here, men say that these hundred yeres was never so warme weather in this countrey at this time of the yere. But as yesternight wee received a letter from *Christopher Hudson* from a Citie called Yeraslaue, who is comming hither with certaine of our wares, but the winter did deceive him, so that he was faine to tarie by the way: and he wrote that the Emperours present was deliuered to a gentleman at Vologda, and the sled did overthrow and the butte of hollocke‡ was lost, which made us all very sorry."

There exists, however, an epistle written by Christopher Hudson in 1601, which gives a glimpse of his whereabouts the year previous to George Killingworth's letter, so that we may commence our acquaintance with him from the date which he himself names:—"in the yeare 1554, I came from Dansyck by land, through all the maryne townes [of Germany]."§

In 1559 he would seem to have been residing at Moscow. The following paragraph occurs in a communication addressed from that city on the 18th of September, 1559, by "Master Anthonie Jenkinson, vpon his returne from Boghar, to the Worshipful Master Henrie Lane, Agent for the Moscouie Companie, resident in Vologda:"
* * * "As touching the Companies affaires heere, I referre you to Christopher Hudson's letters, for that I am but newly arriued."||

Hakluyt has preserved also: "A letter of the Moscouie Companie to their Agents in Russia, Master Henrie Lane, Christopher Hudson, and Thomas Glouer,¶ sent in their seuenth voyage to Saint Nicholas

* The word *master* was then used, instead of the more modern *mister*. The letter M. was the usual abbreviation.

† Hakluyt, II, p. 263.

‡ A sort of sweet wine.

§ *Egerton Papers*, Camden Society Publications, London, 1840, p. 338.

|| Hakluyt, I, page 305.

¶ Thomas Glover went to Russia as a servant of the Muscovy Company; but subsequently joined with others in carrying on an independent trade. As early as 1567, Queen Elizabeth complained to the Czar of this conduct of Glover and his associates, and that they had married Polish wives. Glover was banished from Russia in 1573. See *Hamel*, pp. 186 to 221; Bond's *Notes* to Horsey's *Travels*.

with three ships, the Swallowe, the Philip and Marie, and the Jesus, the fifth of May, 1560." As it speaks of the internal affairs of the great corporation, and furnishes several facts about Christopher Hudson, no apology is offered for introducing the following quotations: "We hope in your next letters to heare good newes of the proceedings of Master Antonie Jenkinson.* We perceive by his letters that Astracan is not so good a Mart towne as the same has gone of it: and maruell much that round pewter should be so good, and good chepe there, and from whence it should come. And whereas you write that you wil come for England in our next shippes, we would gladly have you to remaine there untill the next yere following, for the better instruction of our servants there; who have not had so long time of continuance for the language, and knowledge of the people, countrey and wares as you have had. Nevertheless if you will needs come away, we have no doubt, but that you will have good order with our servants there, namely with *Christopher Hodson*,† and Thomas Glover, whom we appoint to remaine there as agents in your roome, till further order bee taken: not doubting but that they will use themselves so discreetly and wisely in all their doings, as shall be to the worship and benefite of this Company. And as we have a good hope in them that they will be carefull, diligent and true in all their doings: So have we no lesse hope in all the reste of our servants there, that they will bee not onely obedient to them (considering what roome they be in) but also will be carefull, painefull, diligent, and true every one in his roome and place for the benefite and profite of the Company: That hereafter in the absence of others they may be called and placed in the like roome there or elsewhere. And if you find any to be disobedient and stubborne, and will not be ruled; wee will you should send him home in our

* Anthony Jenkinson was afterwards ambassador from Queen Elizabeth to the Emperor of Russia from 1571 to 1572. Hakluyt, I, p. 402. A very interesting résumé of his labours as the agent of the Company, and as a sort of envoy to the Czar previous to the year 1565, is to be found in Mr. Edwin A. Bond's *Introduction to the Hak. Soc. Pub.* for 1856, pp. iii, iv, v.

Mr. Bond, in his notes to *The Travels of Sir Jerome Horsey*, says: "It is believed that Anthony Jenkinson was, in the year 1567, intrusted by Ivan with secret orders to negotiate a marriage with Queen Elizabeth. See *Hamel*, p. 177, *et seq.*"

† *Chris. Hodson* and Thos. Glouer, *appointed Agents*, 1560. This is Hakluyt's side note, vol. I, page 307.

ships : who shall find such small favour and friendships during the time that he hath to serve, as by his disobedience and evil service hee hath deserved. *And whereas Christopher Hodson hath written to come home, as partly he hath good cause, considering the death of his father and mother, yet in regard that Sir George Barne* and the Ladie his wife, were his special friends in his absence,* we doubt not but that he wil remain in the roome, which we have appointed him, if you doe not tarie and remaine there, till farther order be taken : and for his seruice and paines hee shall be considered, as reason is, as friendly as if his friends were living. Thus we trust you will take such order the one to remaine at the Mosco, and the other at Colmogro, or elsewhere, as most neede is. Thomas Alcocke is desirous to be in the Mosco : nevertheless you shall find him reasonable to serue where he may doe most good." †

It would appear from the citations just given that Christopher Hudson, who had now been for several years confidentially employed in Russia, was appointed in 1560 an agent and representative of the Muscovy Company. ‡ The death of his father and mother is mentioned as the cause of his having written for leave to return home to England, but he is reminded that "Sir George Barne and the Ladie his wife, were his special friends in his absence," and he is assured that his services will be as favourably regarded as though his friends were still living. He was not the son of Henry Hudson, the founder of the Muscovy Company, who died five years previous to the date of this letter, as might be imagined, as the death of his mother is also spoken of, and Henry Hudson's wife Barbara survived her first husband, and was living in 1568 as the widow of Sir Richard Champion.

It is probable that Christopher Hudson was the son of Sir Christopher Hudson, who was himself the son, or more probably the brother of the first Henry Hudson.

* Sir George Barne or Barns. John Barns was one of the crew in Henry Hudson's second voyage forty-eight years later, viz. in 1608. *Vide Purchas III, 574.*

† Hakluyt, I, p. 305.

‡ For an account of his duties, powers and authority, see the "commission" given by the Muscovy Company to their agents resident in Russia. Hakluyt, I, 249.

In the Calendars of Chancery Proceedings, Reign of Elizabeth, Volume Second, page fifty-four, it is recorded that Christopher Hoddesdon, Esq^{re}, was plaintiff in a suit to recover lands in the Manor of Leighton alias Leighton Bussard held by him from the Dean and Canons of Windsor, Bedford County. In the third volume, page two hundred and sixty-seven of the same work, Sir Christopher Hoddesdon, Knight, and Christopher Hoddesdon are defendants in a suit brought by Sir Henry Wallop and Dame Elizabeth his wife, daughter of Robert Corbett, Esq^{re}, deceased, to establish the claim by the descent of the plaintiff Elizabeth, to "two messuages and divers lands holden of the manor of Laighton Bussarde alias Bude serte (Beau desert), Bedford county, late the estate of the said Robert Corbett, of which manor the dean and canons of St. George's Chapel, Windsor, are seized in fee, and the defendants Hoddesdon claim under a lease from them."

This merely furnishes additional proof of the infinite difficulty experienced in tracing individuals whose identity is so often hidden under the disguise of a misspelled name.*

From the manner in which they are associated in at least one suit, it would be natural to suppose that Sir Christopher Hudson, of Leighton Bussarde, and Christopher Hudson, Agent of the Muscovy Company, were father and son. There are also grounds for believing that they both belonged to the family of Henry Hudson, the elder. For we are told by R. Sims, in his Index to *Heraldic Visitations*, that the Hudsons of Leighton Bussarde, Bedfordshire, were from Herts, and that the Hudsons of London, and of Kent, were also from Herts.

* I have preserved the extract which follows without any more definite thought than that, perhaps, the apparent relationship between the fact in the text and the statement given below, may contribute a ray of light on the subject, and enable some one to explore and explain satisfactorily the connection, if any there be, between the two :—

"In the Deanery of Windsor succeeded Dr. Giles Tomson a little before Qu. Elizabeth's death, and in the mastership of the Hospital of *St. Cross* (which was designed by the Queen for *George Brook*, brother to Henry Lord Cobham), *K. James*, at his first entry into England, gave it to *Mr. James Hudson*, who had been his Agent there during part of the Reign of Queen Elizabeth. But *Hudson* being a Lay-man therefore not found capable of it, Sir Tho. Lake, for some reward given to him to quit his interest therein, prevailed with the King to give it to his brother Arthur Lake." Wood's *Athenæ Oxonienses*, I, 735, edition of 1691.

It is probable that the spot where the several branches originated, and from whence they derived the family name, was Hoddesdon, a town in Hertfordshire, $4\frac{3}{4}$ miles south-east from Hertford, and 17 miles north by east from London, on the road to Ware. This theory is strengthened by the fact that the name of this place is supposed to have been derived from its having been the residence of Hodo, or Oddo, a Danish chief, or from a tumulus or barrow, raised here to his memory.* This view is also confirmed by Camden's derivation of Hodson from Hod or Oddo.† The Thatched House at Hoddesdon is immortalized by "honest Izaak" in the opening dialogue of his "Complete Angler."

It is a remarkable fact that George Barne, alderman of London, was also lord of the above manor of Leighton Bussarde, Bedfordshire, in 1580.‡ This is the more noticeable, as he was the son of the Sir George Barnes and the lady his wife, who were mentioned in the Muscovy Company's letter as having been the warm friends of Christopher Hudson, and it would seem to indicate a family relationship. §

Christopher Hudson, who was appointed in 1560, to the responsible office of Agent of the Muscovy Company, seems to have discharged with singular fidelity and ability the arduous duties which devolved upon him. His advice was constantly asked, and he was apparently occasionally summoned to England on official business of importance. Having visited his native country in 1569, he was sent early in the winter of that year, with three ships laden with merchandize to the Narve, now Narva, a town situated eighty miles south-west from the present city of Saint Petersburg.||

* Lewis's *Topog. Dict. of England*, II, London, 1831.

† Camden's *Remaines*, ed. 1637, p. 133.

‡ *Cal. Chanc. Proc.*, Rg. of Eliz., I, p. 5.

§ Ex. Hoddeson, Esq., is mentioned by Fuller as having been resident at Westning, county of Bedfordshire, and sheriff of that county in the 33rd year of the reign of Queen Elizabeth, A.D. 1591.

Ex. is probably an abbreviation for Christopher. This would suggest the belief that it was the same Christopher Hudson who was so prominently connected with the Muscovy Company.

|| Here Peter the Great of Russia was totally defeated by Charles XII of Sweden,

Upon his arrival at the Narve, Christopher Hudson ascertained that the ships which he had brought with him would be not only insufficient to contain the goods that were soon expected from the interior of Russia, but would not accommodate even the wares that were already awaiting shipment. Having therefore landed their cargoes, he reloaded the ships and despatched them to England, with an earnest request to Sir William Garrard, Governor of the Muscovy Company, to forward immediately to the Narve, thirteen ships suitably armed, to withstand the attacks of the Freebooters.

Accordingly the company sent out in the Spring of 1570, a fleet of thirteen sail, under the command of William Burrough, who took and destroyed five piratical vessels, and forwarded their crews as prisoners to the Emperor of Russia. Hakluyt in his *Preface to The Reader*, in his first volume, calls particular attention to "the memorable voyage of *M. Christopher Hodson*, and *M. William Burrough*, Anno 1570, to the Narue, wherein with merchants Ships onely, they tooke fve Strong and warrelike Ships of the Freebooters, which lay within the Sound of Denmark of purpose to intercept our English Fleete."

To one unacquainted with Hakluyt's somewhat obscure style, it would appear from the foregoing that Christopher Hudson accompanied William Burrough on this occasion. That such was not the case may be readily seen by the following "Copy of a Letter sent to the Emperour of Moscouie, by Christopher Hodsdon and William Burrough, Anno 1570."

"Most Mightie Emperour, &c., Whereas Sir William Garrard and his felowship the company of English merchants, this last winter sent hither to the Narue three ships laden with merchandise, which was left here, and with it *Christopher Hodsdon*, one of the said felowship, and their chiefe doer in this place, who when hee came first hither, and untill such time as hee had despatched those ships from hence, was in hope of goods to lade twelve or thirteene sailes of good ships, against this shipping, wherefore he wrote unto the sayd Sir William Garrard and his companie to send hither this Spring the sayd number

then in his nineteenth year, 30th November 1700. Having three horses shot under him, Charles is reported to have exclaimed, "These people seem disposed to give me exercise." Narva was taken by Peter in 1704.

of thirteene ships. And because that in their coming hither wee found the freebooters on the sea, and supposing this yeere that they would be very strong, he therefore gave the said *Sir William* and his Companie advise to furnish the sayd number of ships so strongly, as they should bee able to withstand the force of the Freebooters: whereupon they have according to his advice sent this yeere thirteene good ships together well furnished with men and munition, and all other necessities for the warres, of which 13 ships William Burrough one of the said fellowship is Captaine generall, unto whom there was given in charge, that if hee met with any the Danske Freebooters, or whatsoever robbers and theeves that are enemies to your highnesse, he should doe his best to apprehend and take them. It so hapned that the tenth day of this moneth the sayd *William* with his fleete, met with five ships of the Freebooters neere unto an Island called *Tuttee*, which is about 50. versts from Narve, unto which freebooters hee with his fleete gave chase, and tooke of them the Admirall, wherein were left but three men, the rest fled to shore in their boats amongst the woods upon *Tuttee*, on which ship he set fire and burnt her. He also tooke foure more of those ships which are now here, and one ship escaped him: out of which foure ships some of the men fled in their boates, and so escaped, others were slain in fight, and some of them when they saw they could not escape, cast themselves willingly into the Sea and were drowned. So that in these five ships were left but 83. men.

“The said *Wil. Borough* when he came hither to Narve, finding here *Christopher Hodsdon* aforementioned, both the said *Christopher* and *William* together, in the name of *Sir William Garrard* and the rest of their whole companie and fellowship, did present into your highnesse of those Freebooters taken by our ships 82. men, which we delivered here into *Knez Voivoda*, the 13. of this moneth. One man of those Freebooters we have kept by us, whose name is *Haunce Snarke*, Captaine. And the cause why we have done it is this: when wee should have delivered him with the reste of his felowes unto the *Voivodaes* officers, there were of our Englishmen more than 50. which fell on their knees unto us, requesting that he might be reserved in the ship, and caried back into England, and the cause why they so earnestly entreated for him, is, that some of those our Englishmen had bene taken with Freebooters, and by his meanes had their lives saved, with great favour besides, which they found at his hands.

Wherefore if it please your highnesse to permit it, we will carry him home with us to England, wherein we request your majestie's favour: notwithstanding what you command of him shal be observed.

"Wee have also sent our servant to your highnesse with such bestellings and writings as were found in those shippes: whereby your majestie may see by whom, and in what order they were set out, and what they pretended, which writings wee have commended unto Knez Yorive your Majestie's Voivoda at Plesco, by our servant. And have requested his furtherance for the safe deliverie of them to your Majestie's hands: which writings when you have perused, wee desire that they may bee returned unto us by this our servant, as speedily as may bee: for these ships which we now have here will be soon despatched from hence, for that wee have not goods to lade above the half of them. And the cause is, we have this winter (by your Majestie's order) bene kept from traffiquing, to the Companies great loss. But hoping your majestie will hereafter have consideration thereof, and that we may have free libertie to traffique in all partes of your majestie's countries, according to the privilege given unto us, we pray for your majesties health, with prosperous successe to the pleasure of God. From Narve the 15. of July, Anno 1570.

Your Majesties most humble
and obedient

CHRISTOPHER HODSDON, WILLIAM BOROUGH.*

Nothing whatever is known respecting Christopher Hudson during the period of ten years, subsequent to the date of his letter to the Emperor of Russia. In 1580, however, he was once more living in England, and was engaged with several other prominent men in a private adventure to Brazil. It appears that as early as the 26th June 1578, one John Whithall, an Englishman, who had married, and was then living at "Santos in Brazil," wrote to Master Richard Staper,† urging him to send to that port, a fine bark of seventy or eighty tons, in charge of a Portuguese pilot, and laden with a variety of articles, which were enumerated in a list that accompanied the

* IIakluyt, I, 401, 402.

† Mr. Richard *Staper*, an Alderman elect, who was the greatest Merchant of his Time, and the chiefest Actor in discovering the *Turkey* and *East-India* Trades, died June 30, 1608. *Mag. Brit. Acct. of London*, vol. III, p. 101, edition of 1738.

letter.* John Whithall also corresponded with Master John Bird, Master Robert Walkaden, and his brother James Whithall of London; promising them at least two hundred per cent profit on the cargo sent out, and equal gains on the return voyage. Accordingly after some delay, "Christopher Hodsdon, Anthonie Garrard, Thomas Bramlie, John Bird, and William Elkin," formed an association to undertake the enterprise. Having procured the good ship the *Minion* of London, they loaded her with such goods as they were directed to procure, and despatched her to Brazil on the 3d of November, 1580; sending in her a letter directed to John Whithall, written in London, October the 24th, and signed by each of them. Although Hakluyt has preserved a copy of this letter, together with "certaine notes" of the voyage to Brazil, written by Thomas Grigs, purser of the ship, we have no account of the result of the speculation.

Two or three years after his Brazilian venture, Christopher Hudson was prominently and zealously busy with other leading members of the Muscovy or Russia Company, in furthering an attempt to discover and colonize the "northern and western parts of America."

On the 22d March, 1574, a petition had been addressed to Queen Elizabeth by Sir Humphrey Gilbert, Sir George Peckham, Mr. Carlile, Sir Richard Grenville and others, to allow of an enterprise for discovery of sundry rich and unknown lands, "fatally reserved for England and for the honor of your Maj^{ty}."† Four years later, viz.: the 11th June, 1578, the Queen granted letters patent to Sir Humphrey Gilbert to discover and take possession of all remote and barbarous lands unoccupied by any Christian prince or people.‡ Having made an unsuccessful expedition under this grant, Sir Humphrey was forced to return to England, with the loss of a fine ship, and the "valiant gentleman Miles Morgan."§ Undismayed by misfortune, Gilbert's gallant and energetic nature, always equal to an emergency, enabled him to commend the subject of a second voyage for investigation and settlement in America, to the

* Hakluyt, III, 701, 702, 703, ed. 1600.

† *Domestic Corresp. Eliz.*, vol. XCV, No. 63 Cal., p. 475, cited by Mr. Sainsbury.

‡ Hakluyt, III, 135, ed. 1600.

§ Hakluyt, III, 146.

most favourable notice of many influential men.* Accordingly on the 11th March, 1583,† we find Sir Francis Walsingham writing to Master Thomas Aldworth, merchant, and at that time mayor of the city of Bristol, in the following terms :

“ I have for certaine causes deferred the answere of your letter of Nouember last till now, which I hope commeth all in good time. Your good inclination to the Westernne discouerie I cannot but much commend. And for that Sir Humfrey Gilbert, as you haue heard long since, hath bene preparing into those parts being readie to imbarke within these 10. dayes, who needeth some further supply of shipping then yet he hath, I am of opinion that you shall do well if the ship or 2. barkes you write of, be put in a readinesse to goe alongst with him, or so soone after as you may. I hope this trauell wil proue profitable to the Adventurers and generally beneficiall to the whole realme: herein I pray you conferre with these bearers, M. Richard Hackluyt, and M. Thomas Steuenton, to whome I referre you : And so bid you heartily farewell.”‡

Thomas Aldworth replied “ to the right honourable Sir Francis Walsingham, principall Secretary to her Maiestie, concerning a Westernne voyage intended for the discouery of the coast of America, lying to the South-west of Cape Briton,” in a letter dated at Bristol on the 27th March, 1583. He said: “ I presently conferred with my friends in private, whom I know most affectionate to this godly enterprise, especially with M. William Salterne deputie of our companie of merchants; whereupon my selfe being as then sicke, with as convenient speede as he could, hee caused an assembly of the merchants to be gathered: where after dutifull mention of your honourable

* The following affords a glimpse of Gilbert's dealings with Dr. Dee :

“ [1580] Sep. 10th, Sir Humfry Gilbert granted me my request to him, made by letter, for the royalties of discovery all to the North above the parallel of the 50 degree of latitude, in the presence of Stoner, Sir John Gilbert, his servant or retciner; and thereupon toke me by the hand with faithful promises in his lodging of John Cooke's howse in Wichcross strete, where wee dyned onely us three together, being Satterday.” Dr. Dee's *Priv. Diary*, p. 8, Cam. Soc. Pub., 1842.

† 1582, as printed in Hakluyt, III, 182, is clearly incorrect, as may be gathered from Aldworth's reply dated March 27, 1583.

‡ Hakluyt, III, 182, ed. 1600.

disposition for the benefite of this citie, he by my appointment caused your letters being directed unto me priuatly, to be read in publike, and after some good light giuen by M. Hakluyt unto them that were ignorant of the Countrey and enterprise, and were desirous to be resolued, the motion grew generally so well to be liked, that there was eftsoones set downe by mens owne hands then present, and apparently known by their own speach, and very willing offer, the summe of 1000. markes and upward : which summe if it should not suffice, we doubt not but otherwise to furnish out for this Westernre discouery, a ship of three score, and a barke of 40. tunne, to bee left in the countrey under the direction and gouernment of your *Sonne in law M. Carlile*, of whom we haue heard much good, if it shall stand with your honors good liking and his acceptation." *

The "M. Carlile" incorrectly referred to in the above letter, as the son-in-law of Sir Francis Walsingham, was Christopher Carlile, who, together with Gilbert, Peckham and Grenville, had nine years before petitioned Queen Elizabeth.† He was in reality the stepson of Sir Francis Walsingham. His mother was Anne Barnes, the daughter of Sir George Barnes, the elder, Lord Mayor of London in 1552.‡ His father, Alexander Carlile, "master of the Vyntoners," died in 1561, and an account of his funeral is given by Machyn.§ His mother || married secondly Sir Francis Walsingham.

* Hakluyt, III, 182, ed. 1600.

† *Domes. Corresp. Eliz.*, vol. XCV, No. 63 Cal., p. 475.

‡ Burke's *Hist. of the Commoners*, I, 139.

§ *Machyn's Diary*, 269.

|| Burke's *Hist. of the Commoners*, I, 139. Anne Barnes, widow of Alexander Carlile, was the first wife of Sir Francis Walsingham. She died, leaving no children by Sir Francis, who married a second time, a widow, Ursula, relict of Richard Worsley, Governor of the Isle of Wight. By his second wife Sir Francis Walsingham left one daughter, that was married thrice; first, to Sir Philip Sidney; secondly, to Robert Devereux, Earl of Essex; and thirdly, to Richard Bourk, Earl of Clanricarde, in Ireland. Burke's *Hist. of Commoners*, II, 448. *Biog. Britannica*, VII, 4142. *Lodge*, III.

Sir Francis Walsyngham, of an ancient family in Norfolk, was the third and youngest son of William Walsynham, of Scadbury, in the parish of Chislehurst, in Kent, by Joyce, daughter of Edmund Denny, of Cheshunt, in Hertfordshire. He was born at Chislehurst in 1536. He died April 6th, 1590, at his house in Seething Lane. Chalmer's *Biog. Dict.*, XXXI, 69.

It appears that in April 1583, immediately after the receipt of Aldworth's answer to Sir Francis Walsingham, Captain Carlile wrote "A briefe and summary discourse vpon the intended voyage to the hithermost parts of *America*, * * for the better inducement to satisfie such Merchants of the Moscouian companie and others, as in disbursing their money towards the furniture of the present charge, doe demand forthwith a present returne of gaine, albeit their said particular disbursements are required but in very slender summes, the highest being 25. li. the second at 12 li. 10 s. and the lowest at 6. pound five shillings." *

In comparing the advantages to be derived from the present enterprise, with the uncertainties attending the trade of the Muscovy Company to Russia, Carlile remarks: "It is well knowen, that what by the charges of the first discouery [by Richard Chancellor], and by the Great gifts bestowed on the Empereur [of Russia] and his nobilitie, togither with the leud dealing of some of their servants, who thought themselues safe enough from orderly punishment, it cost the [Muscovy or Russia] company aboue fourscore thousand pounds, before it coulde be brought to any profitable reckoning. And now that after so long a patience and so great a burthen of expences, the same began to frame to some good course and comoditie: It falleth to very ticklish termes, and to as slender likelihood of any further goodnes, as any other trade that may be named.

"For first the estate of those Countreys and the Emperours dealings, are things more fickle then are by euerybody understood.

"Next, the Dutchmen are there so crept in as they daily augment their trade thither, which may well confirme that uncertainty of the Emperor's disposition to keepe promise with our nation.

"Thirdly, the qualitie of the voyage, such as may not be performed but once the yeere.

"Fourthly, the charges of all Ambassadors betweene that Prince and her Maiesty, are alwayes borne by the merchants stocke.

"And lastly, the danger of the King of Denmarke, who besides that presently he is like to enforce a tribute on us [the Muscovy

* Hakluyt, III, 182.

Company], hath likewise an aduantage upon the ships in their voyage, either homewards or outwards whensoever he listeth to take the opportunitie."

In strong contrast to these difficulties and dangers, Carlile brought forward the following arguments in favor of Sir Humphrey Gilbert's contemplated voyage to New Foundland.

"1. As first it is to be understood, that it is not any long course, for it may be perfourmed too and fro in foure moneths after the discouerie thereof.

"2. Secondly, that one wind sufficeth to make the passage, whereas most of your other voyages, of like length, are subiect to 3. or 4. winds.

"3. Thirdly, that it is to be perfourmed at all times of the yeere.

"4. Fourthly, that the passage is upon the high sea, whereby you are not bound to the knowledge of dangers, on any other coast, more then of that Countrey, and of ours here at home.

"5. Fiftly, that those parts of England and Ireland, which lie aptest for the proceeding outward or homeward upon this voyage, are very well stored of goodly harbours.

"6. Sixtly, that it is to bee accounted of no danger at all as touching the power of any forreine prince or state, when it is compared with any the best of all other voyages before recited.

"7. And to the godly minded, it hath this comfortable commoditie, that in this *trade* their Factours, *bee they their seruants or children* shall haue no instruction or confessions of Idolatrous Religion forced upon them, but contrarily shall be at their free libertie of conscience, and shall find the same Religion exercised, which is most agreeable unto their *Parents and Masters*.

"As for the merchandising, which is the matter especially looked for, albeit that for the present we are not certainly able to promise any such like quantitie, as is now at the best time of the Moscouian

trade brought from thence : So likewise is there not demanded any such proportion of daily expences, as was at the first, and as yet is consumed in that of Moscouia and other.

“ But when this of *America*, shall haue been haunted and practised thirtie yeeres to an ende, as the other hath bene, I doubt not by God's grace, that for the tenne Shippes that are now commonly employed once the yeere into Moscouia, there shall in this voyage twise tenne be imployed well, twise the yeere at the least.”*

Christopher Hudson, and his old friend and comrade William Burrough, were active and prominent members of the Committee, appointed by the Muscovy or Russia Company, to take into consideration the arguments of Captain Christopher Carlile, and to confer with him “ vpon his intended discouerie and attempt into the hithermost parts of America.”† The following abstract of the Report of the Committee is taken from the Calendar of State Papers, Colonial Series, edited by W. Noël Sainsbury.‡

“ The Committies are well persuaded that the country is very fruitful ; inhabited with savage people of a mild and tractable disposition, and of all other unfrequented places ‘ the only most fittest and most commodious for us to intermeddle withal.’ They propose that one hundred men be conveyed thither, to remain one year, who with friendly entreaty of the people, may enter into the better knowledge of the country, and gather what commodities may be hereafter expected from it. The charges will amount to £4000, the city of Bristol having very readily offered £1000, the residue remains to be furnished by the city of London. Privileges to be procured by Mr. Carlile for the first adventurers ; also terms upon which future settlers will be allowed to plant. In the patent to be granted by the Queen, liberty will be given to transport all contented to go, who will be bound to stay there ten years at least. None to go over without license of the patentees, neither to inhabit nor traffic within 200 leagues of the place where ‘ the General shall have first settled his being and residence.’ ”

* Hakluyt, III, 184.

† Hakluyt, III, 188. C. Hudson's name, in the printed list, is spelled Hod-desden.

‡ *Cal. State Papers*, Col. Series, I. London, 1860.

The above is given as the most important portion of the document in the State Paper Office, entitled "Points set down by the Committees appointed in the behalf of the Company to confer with Mr. Carleill upon his intended discovery and attempt in the northern parts of America."* This is the earliest paper preserved and calendared by Mr. Sainsbury, who says in his preface, that it belongs to the year 1574; † he accordingly introduces that date into the title of his work. It is evident, however, from the mark of interrogation placed after 1574, on the first page of his Calendar, that he is not entirely certain as to the propriety of this chronological arrangement.‡

Having perfected all his arrangements, and obtained his supplies, Sir Humphrey Gilbert departed from "Caushen Bay neere Plim-mouth,"§ on Tuesday the eleventh of June, 1583, with a fleet of five ships. One of the best of these, however, forsook his company, the thirteenth day of the same month and returned into England.|| This was the ominous commencement of a series of misfortunes which culminated on the night of the twelfth of September following, with the loss of Sir Humphrey Gilbert, and the little frigate ¶ in which he was returning to England, after having taken possession of Newfoundland by virtue of his patent from Queen Elizabeth.**

Christopher Carleile's name does not appear in the list of officers, and it is not probable that he accompanied Gilbert's expedition, although interested in its equipment and success.†† Two years later he was second in command under Sir Francis Drake; ‡‡ and in

* *Cal. State Papers*, Colonial Series, I.

† *Cal. State Papers*, Col. Series, 1574-1660, VII.

‡ Same, p. 1. Its real date is the spring of 1583.

§ Hakluyt, III, 165. Cawsand Bay is meant.

|| Hakluyt, III, 149.

¶ Hakluyt, III, 159.

** Hakluyt, III, 165; III, 151.

†† Hakluyt, III, 148.

‡‡ In 1585 Drake fitted out an expedition against Spain, captured St. Jago, carried St. Domingo by storm, took Carthagena, and, after creating a panic along the whole coast of the Peninsula, was compelled to return home by yellow fever breaking out in the fleet (Froude, *History of England*, vol. XII, pp. 31-37).

Thomas Cotes's account of that West Indian voyage, he is described as "Master Christopher Carleil, Lieutenant General, a man of long experience in the warres, as well by sea as land, who had formerly carried high offices in both kindes, in many fights, which he discharged alwaies very happily, and with great good reputation." *

Christopher Hudson had from the outset taken a deep interest in Sir Humphrey Gilbert's scheme. Entering into his views in many respects, he had recommended the Muscovy or Russia Company to assist in raising the funds requisite to dispatch Gilbert on his voyage of investigation and settlement. His own acute and sagacious intellect had been engaged for many years in planning the exploration of America, and he felt the importance of the undertaking. How sadly Christopher Hudson must have listened to the news of the disastrous termination of his hopes, and the tragic death of his friend. He was not the man, however, to be daunted by adverse fortune, and he undoubtedly made other essays in a similar direction. In the year 1601 we find him holding the office of governor of the Merchant Adventurers, and writing to Lord Ellesmere in regard to the export of cloths. The manufacture of woollen cloth was introduced into England by Edward the Third, in the early part of the fourteenth century; † and under the title of Merchants of the Staple, the Mercers became extensive dealers in them. Having attained high distinction and eminence, the fraternity of Mercers was incorporated in the year 1393.‡ From the body known as Merchants of the Staple, another

* Thomas Cotes, in Hakluyt, III, 534.

† Rymer.

‡ The words *Mercer* and *Merchant Adventurer* are familiar to many persons, who perhaps do not attach a very definite idea to either term. By the former appellation, in remote times, was meant any dealer in small wares; but as the commerce of this country became more extended, the operations of the mercers assumed a more important character, and the words *merc*er and *mer*chant became nearly synonymous. Their existence as a company may be traced as far back as the year 1172, though they were not incorporated till 1393. They take precedence of all the other city companies, and number among their members, says Hall, "several Kings, princes, nobility, and ninety-eight Lord mayors." Sir Richard Whittington, whose romantic tale is familiarly known to every one, was a member of this company; as was Sir Geoffrey Bullen, maternal grandfather to Queen Elizabeth; and, what is a yet greater boast, Queen Elizabeth herself, who honoured the mercers by becoming a free sister of this company. It is a remark-

society arose in 1358, styled the Company of Merchant Adventurers. They did not, however, obtain this name until the reign of Henry the Seventh. They had in the first instance established a factory at Antwerp for the manufacture of woolen cloth. Their sovereign, seeing the flourishing condition of their trade, encouraged them to remove into England, which they accordingly did. The king was induced, by the success of his experiment, to prohibit the exportation of English wool, as well as to forbid the importation of all foreign cloth into the realm.

Burton says : " The prosperity of the Merchant Adventurers was permanent, and Sir Thomas Gresham, with many other mercers, was enrolled among them. Certain privileges and immunities, originally granted to this company by charter, had been confirmed to them by every successive monarch since their incorporation ; and few as they were in number, they virtually monopolized the commerce of the country. They constituted a fellowship which was under the control of a Governor elected out of their own body ; and they appointed deputy-governors for all their residences at home and abroad." * Such was the powerful corporation of which Christopher Hudson was now the chief governor. .

It appears that the Earl of Cumberland had obtained from Queen Elizabeth a patent for the exportation of cloth, which involved him in a dispute with the company of Merchant Adventurers. Fearing lest his adversaries should succeed in setting aside the grant, or rendering it unprofitable, the Earl wrote the following letter to Lord Ellesmere, one of the Lords of the Council, praying him earnestly for assistance. From this epistle, which is endorsed by Ellesmere, " The E. of Cumberland, 5 Martj., 1601," we learn that Sir. R. Cecil and Sir Edward Stafford had both previously enjoyed similar patents.

*" To the Ryght Honourable my very good Lo. Keper of the Great
Seale of Inglande.*

" My good Lo. I resolved to have attended your Lo. this daye at

able fact, that there is scarcely a single mercer in the Mercers' Company at the present day. *Herbert's Hist.*, &c., and *Stow*, by Strype, *passim*. *Burton's Gresham*, vol. I, pp. 185, 186.

* *Burton's Life of Sir Thomas Gresham*, vol. I, 188.

the Court, but one of the sicke fittis wherewith I am often troubled forceth my staye, and, doubtyng least hir Maj. should enter into speeche with your Lo. concernyng my cause, pardon me for rememberyng you howe it standeth. The only inconvenyence can cum by it to the Marchant Adventurerrrs is my grauntynge leave to otherrrs not free of ther cumpany, or to interloperrrs though they be free, to shippe clothes contrary to the order of ther courtes here. I have ever beene contented, and still am, that thoes persons which ar obedyent to the Government shall only have lycence from me, soe long as your Lo. of the Councell doothe not direct me contrary; and for the pryce I will refer myselfe to any reasonable consitheration. For thoes clothes which have already beene shipped by unfreemen in straungerrrs bottoms, the faule of cloth by the marchants practis forced me to seeke out any which would bwy; soe they broke the malytyus platt which was layde to macke the clothyer exclayne upon me, by which culler, provyng my patent hurtfull to the commonwelthe, it should have been revoked. Alsoe I was extreemly urged by hir Maj. officerrrs in the Custom House, and tould that if I should refuse to grant lycence to such as for dyvers years past had used to shippe, it would soe much prejudice the Qu. in her custom as justly I should be founde fault with for it; and to approve that they myght passe in straungerrrs bottoms showed me tooe letters to allowe it, writte to them by great counsellorrrs, soe as I hoope I am not in the wysest censure to be condemned.

“Sense my grant I have shipped over some 1200 clothes: there was nether Mr. Secretery nor Sir Ed. Stafford, but shipped 3000 at the least before the sould ther patentees. My grant but for tenne years, the least of thers continued soe long: this last, if I had not louted into it, would have donne 15 at the least, when I am tyed to lycence none but them (which I willyngly submit my selfe to as long as your Lo. shall see it good for the reame), ether can I not in tenne yeare passe above 100,000 clouthes, or for so many as I dooe I gayne to hir Ma. the custom which heretofore she was deceved of, soe as by my grant hir Ma. shall not only receve 10,000*li*, but be truly payed hir custome, which I doubt not shal be twyse as muche more, for that which heretofore she never received any thyng; for all the former grantees, which thus long contynued, were certayne, myne (if upon experience hurtful) to be revoked, and I protest to your Lo. upon my soule, I will as willyngly, whensoever it is found, laye it at hir Maj. feete

as I dutyfull receved it. All this consitheryd I hoope your Lo. will favor me. Her Maj. hath allwayes beene gratius, and I dout not will, out of hir owne disposition, be redy to favor; but fearyng howe she maye be enformed, I macke bould to laye before your Lo. the truth of my cause, not soe much carying for the profitt, howe much soever I need, as for the disgrace which it would be to me, if thes men, that yett never prevailed agaynst any former patenty, should nowe tryumphe over me, whoe only they mislyke, for that I will not see hir Maj. deceived as in former tymes she hathe beene. I protest to your Lo. the losse of my hoole estate should not cum soe neare my harte as this disgrace, which though, the justnes of my cause consithered, I feare not, yett the unsupportable burden that it would be, if it should happen, trobleth me, and causeth me thus to troble your Lo., to whoes wyse consitheration I present thes, only assuryng your Lo. that if I contynue in this I will dooe honest and good servis.

Your Lo. to command,

GEORGE CUMBERLAND.*

On the 6th of March 1601, the day after the above communication was received, Christopher Hudson, in his official capacity as governor of the Merchant Adventurers, dispatched the ensuing letter to Lord Ellesmere. One of its paragraphs contains the earliest information yet discovered concerning the writer, Christopher Hudson.

“To the Right Honorable and my verie good Lord, the Lord Keeper, one of her Majesties most honorable Privie Councell, at the Court. d. d.

Right Honorable and my verie good Lord. Forasmuche as dyvers matters weare not on Wedsondaie last throughlie aunswered so large as they might have binne in the behalfe of the Marchauntes Adventurers, and knowing as I do the good affection which your Lop. not onely carryeth to the honnour of our most gracious and excelent good Prince, our Saveraigne good Lady Queene and Empresse,† but also the

* *Egerton Papers, Cam. Soc. Pub., 1840.*

† It is curious to see a title applied to Queen Elizabeth which, applied to Queen Victoria, has caused so great a stir in our own day.

good of the common wealth, have thought good for the discharge of my dewtie to make knowne unto your Honnour so much as my proper experience yeldeth unto me, as by these artikles following unto your good Lordshipp maie appeare. And now to the fyrst allegation. Whereas it was said that before her Ma^{tie} graunted privileges to the Merchantes Adventurers in Germanie, all other Englishmen might freely passe thither with their wares and commodityes, the which I graunt to be true; but I denye that there was any traffique in Germanye by Englishmen before the begynning of her Ma^{ties} raigne. For in the yeare 1554 I came from Dansyck by land, through all the maryne townes nere the sea, except Stoad and Embden, and found no Englishmen using any trade in them, nor any cloth to be solde, but onely by the Stylyard men. As for the upland townes in Germanye, it is well knowne they had their factors and servants at Auwerp, not onely to buy their cloth of the Company aforesaid, but also to vent suche comodities as their countrie yelded; and it is verie manyfest that before the said Company settled their trades at Embden and Stoade there was no cloth by Englishmen shipped thither, which trade the Company fownd out when they were in daunger in the Loo Countries to their great costes and charges, and therefore no reason why others should have the trade from them. And before the said Company weare priviledged in Germanie, the said Marchantes Adventurers weare at libertie to adventure into all partes within the Straytes and Mediteranium Sea, and also into all partes within the East Seas, and to all partes of the Ocian Seas, which they maie not do now by meanes of new corporations to the Company of New trades, the Company of Eastland Marchantes, and to the Company of Trypolie, &c., and therefore no reason why they should be cutt of from the trade of Germanye, which countrie was alwaies not onely cheeflye fedd with comodities from them, but also with vent of the comodities of the said countrie unto them as aforesaid. And whereas it was said that the Navye whould be better maynteyned by trade further of then Midlebroughe, that is in lyke case trew, yf the said trade be not mannaged in good order; but the Marchauntes Adventurers, even to and for Midlebroughe maynteyneth as good shippes as the trade at Stoade, for they sett no shippes on worck for that place but of 1500 toon at the least, and well appoynted. And whereas it was said that the clothes did beare a better price at Stoade then at Midlebroughe, it maie be well proved that by the experience of this yeare passed

clothes hath been as well sold at Midlebroughe as at Stoade ; but it is not the great pryce of cloth that is either good for her Ma^{tie} in the customes, or for the Common Wealth to sett people on worck, for the higher the price of cloth the fewer is sold, as by experience appeareth ; for synce our clothes hath borne these great prices there is much more cloth made in Germanie then there was before. And whereas the Marchaunts Adventurers hath given thoir generall opinion, that so farr fourth as her Ma^{ties} Councell shall back them, that no trade where they be priviledged be used but to the mart towne where theye sell themselves, yet it maie be doubted, yf Thearle of Cumberland's lycense do contynew, that it maie fall out otherwyse, whereof a reason or two I have thought good to sett downe, althoughe there maie be objected many others. For yf the Merchaunt be discouraged, as needs he must yf when he have bought his clothe he knoweth not at what rate he shall passe it in the Custom House, but shall stand for the same at another man's devotion, and so to be driven to paie more then he shall well knowe to gayne by the sayle thereof, will make men to pause and not to be hastie to buy anie cloth at all. In lyke cases the prices of course clothes being by this meanes advaunced, and thereby the great quantitie of the same sort of cloth be made in Germanye, then the lesse must needs be shipped out of England. Even so in lyke case maie be imagined when marchaunts shall without cause stand at the devotion of their enymie, whether there goods shall be turmoyled by opening of their packs, themselves wrongfullie put into the Exchequer, as late hath been experymented, which is imagined not to [be] don without the practise of the deputie of the said Earle in the Custom-howse, who is knowne to be a verie enymie to honest men and those which dealeth uprightlie ; and a great friend to those which by all meanes practiseth to deceave the Company of their imposytions. And forasmuch as the said deputie, and others his companyons, would willinglie even now shipp their goods to Stoade, notwithstanding the great daunger there, it maie be imagined that they have some secreete doinges with some of the Haunse Townes, and the rather for that ever synce the Styllyard was put downe they have used dyvers greate practises to hinder the quiet and settled trade of the Marchaunts Adventurers, wherby the said Haunses have so obstynately contended : whereas otherwyse, before this theye would have sought to her Ma^{tie} for an ende of these troubles, wrongfullie surmised by the said Haunses, practysers to the greate hurt of the Marchaunt Adventurer. And thus, with prayer for the

long contynewance of your Honnour amongst us, in most humble sorte, I take my leave. London, this 6th of March, 1601.

Your Lp's. most humble at commaunde,

CHRISTOPHER HODDESDONN." *

At this period of his life it would seem that Christopher Hudson signed his name as above, Hoddesdonn. Lord Ellesmere, in the endorsement on the back of the letter, drops the final *n*, and designates him as "Mr. Hoddesdon, Governor of the Merchant Venturers."

We have seen that apart from his original powers of mind, Christopher Hudson undoubtedly owed his success in life to the knowledge and experience which he had gained in the service of the Muscovy or Russia Company; with which corporation, moreover, he continued to identify himself, by taking an active part in its consultations, up to the time when our information concerning him ceases. The date of his death is unknown.

Having communicated the principal portion of the information which has been obtained respecting the Hudson family and the Muscovy Company, it now becomes desirable to consider the bearing of the same upon the life and character of Henry Hudson, the navigator.

Many of the observations and facts contained in the preceding pages may have appeared to be wanting in importance, or in immediate connection with our subject. But in attempting to present an account of the several members of the Hudson family, and of their intimate relations with the Muscovy Company, it is of the greatest importance to retain every item which can shed a ray of light, even in the most indirect way, upon the exceedingly obscure matter under discussion. As it is, the two following conclusions seem to be fairly warranted:

1st. That Henry Hudson, who discovered Delaware Bay and the Hudson River in 1609, was the descendant, probably the grandson, of Henry Hudson, the elder, who died while holding the office of Alderman, in the city of London, in the year 1555.

2d. That Henry Hudson, the aforesaid discoverer, received his

* *Egerton Papers, Camden Soc. Pub.*, London, pp. 335, 336, 337, 338, 339, 340.
19c

early training, and imbibed the ideas which controlled the purposes of his after life, under the fostering care of the great corporation which his relatives had helped to found and afterwards to maintain.

There is little room for doubting that Henry Hudson was trained up in the Muscovy Company's employ. From the 7th section of Captain Carlile's argument, to be found at page 39, it is evident that the children and relatives of the influential members of that company were frequently in its employ. It is also apparent from various documents preserved in Hakluyt's first volume, that after the firm establishment of its trade with Russia, the Muscovy Company employed two classes of boys, who were bound, in accordance with the custom of that period, apprentices for a term of years.

One class was composed of lads,* who, having received at the company's expense a good elementary education, were afterwards sent out to Russia to keep accounts, and to buy and sell goods, under the direction of the chief agents. Some of the most intelligent were sent "abroad into the notable cities of the countrey for understanding and knowledge," † and profiting by their opportunities, became valuable assistants in extending the trade, eventually attaining important positions‡ in this, or in kindred companies; a few even reaching high official stations as ambassadors and statesmen.

Of this class Sir Jerome Horsey and Christopher Hudson were conspicuous examples.

* See Hakluyt, I, 308. [May 5th, 1560.] "We send you Nicholas Chancelour to remaine there, who is our apprentice for yeeres; our minde is hee should be set about such businesse as he is most fit for; he hath been kept at writing schoole long; he hath his Algorisme, and hath understanding of keeping of bookes of reckoninge."

† The following occurs in the Company's letter to the agents in Russia, written in the spring of 1560, and preserved in Hakluyt, I, p. 299: "We doe send you in these ships ten yong men that be bound Prentises to the Companie, whom we will you to appoynt euery of them as you shall there finde most apt and meete, some to keepe accompts, some to buy and sell by your order and Commission, and some to send abroad into the notable Cities of the Countrey for understanding and knowledge. And we will you send us aduertisement from time to time as well of the demeanours of our Prentises which we doe send now, as also of such other as bee already there with you. And if you finde any of them remiss, negligent, or otherwise misuse themselves and will not be ruled, that then you doe send him home, and the cause why."

‡ See Hakluyt, I, 307.

The other class comprised young men, also of influential connections, whose spirit of adventure and love for the sea induced their friends to place them as apprentices on board the Company's vessels to learn the art of navigation. This fact is thus referred to in the rare tract entitled *The Trades Increase*, printed at London in the year 1615: "The fleet that went ordinarily thitherward [to Russia] entertained three or four novices in a ship, and so bred them up seamen, which might make up the whole happily some foure-score men yearly, * * then there were some five hundred mariners and sailors employed withal." * The same authority informs us that originally seventeen ships of great burthen were yearly sent to Muscovy, and we know from Christopher Hudson's letter to the Emperor of Russia, that a fleet of thirteen armed ships belonging to the Company were sent to the Narve in 1570.

It was thus Captain Thomas Hudson, William Burrough, Arthur Pet and Charles Jackman acquired experience and laid the foundations of their future success. What more natural than that Henry Hudson, whose family connections were foremost in the management of the Muscovy Company's affairs, should be permitted in like manner to derive every advantage which such a school could afford to one emulous of success as a navigator? This theory affords a clue to the origin of the great motives which controlled Hudson throughout his later career. We are substantially told by a "cloud of witnesses" that the discovery of a north-eastern or north-western passage to China and the East Indies was the darling object of Hudson's ambition: that in this all-absorbing thought lay the secret of his remarkable voyages and valuable discoveries. Was it not for the attainment of this very end that the Muscovy or Russia Company was organized?

Educated with a view to his future life, and bred in the Company's service, cruising in its ships, and gaining knowledge from the most skilful Captains, his mind was from earliest youth familiar with the

* " *The Trades Increase*, London, printed by Nicholas Okes, and are to be sold by Walter Burre, 1615, 4°, containing 62 pages." *Harleian Miscellany*, vol. III, p. 300.

The title of this tract was probably taken from the name of the great ship built by the East India Company, and christened by King James I, on the 30th Dec., 1609.

aims and objects of this powerful commercial body. What wonder that the lessons of early boyhood sank deep into Hudson's mind ; or that the desire to solve what he had been taught to consider the great problem of his age, should afterwards become the master-passion of his maturer years ?

It is likewise to be noted, that of the four voyages of Henry Hudson, of which we know any thing, the first two were made for the Muscovy Company, while the fourth and last was set on foot by Sir Thomas Smith, at that time Chief Governor of the Muscovy Company.*

That Henry Hudson belonged to a prominent family, was peculiarly esteemed by the Muscovy Company, and had interest at court, is evident from the fact that vessels were sent out to search for him in 1612 by order of Henry, Prince of Wales, and the Russia Company.† His personal influence is further illustrated by the remark of Prickett,‡ who says, that in his last voyage, Hudson promised on his return home to have Henrie Green made one of the Prince's Guard.

It is quite evident that Captain John Smith's acquaintance with Henry Hudson commenced before the year 1607, which, as we have seen, is the earliest period in which mention is made of Hudson by Purchas. Van Meteren, the Dutch consul resident in London, who knew Hudson well, speaks of the friendship existing between Hudson and Captain John Smith prior to the former's voyage in 1609.§ Now Smith was in London in 1604, linking his fortunes with those of Bartholomew Gosnold, Sir Thomas Gates, Sir George Somers, Richard Hakluyt, Raleigh Gilbert, Edward Maria Wingfield and

* See *Purchas His Pilgrimage*, p. 817. This is the first time that this fact has been noticed by investigators of the life of Hudson. Sir Thomas Smith, Sir Dudley Digges, and Master John Wostenholme, are specially mentioned by Purchas as furtherers of this voyage. That Smith was then governor of the Muscovy Company may be seen from Purchas, III, 699, 711, 713, 716, 728, 731. For names of his other employers, see *Hakluyt Soc. Pub.*, 1860, p. 255.

† See 2d Latin edition of *The Hudson Tract*, published at Amsterdam, by Hessel Gerritsz. For translation see *Hakluyt Soc. Pub.*, 1860.

‡ *Larger Discourse*, Purchas, III, 601.

§ Van Meteren's *Historie der Nederlanderen*, Hague, 1614. For translation see *Hakluyt Soc. Pub.*, 1860, p. 148.

others. Dec. 19th, 1606,* he set sail from Blackwall, and did not return to England until three years later. It is probable that Hudson and Smith were thrown together in London during the first interval referred to, on account of their similar tastes and mutual acquaintances. For it is a remarkable fact that many of the prominent members and captains of the Muscovy Company were also interested in the settlement of Virginia. Among these were Sir Thomas Smith, Sir Dudley Digges, Captain Thomas Button, John Merrick, Richard Chamberlayne, Richard Staper, Arthur Pet, Thomas Gerrard, William Barnes, and John Hudson.† The two latter were undoubtedly connections of Henry Hudson. William Barnes, (afterwards a Baronet), was the son of Sir George Barnes; and this John Hudson seems to be the son of Henry Hudson the elder. For we learn from several letters‡ that John Hudson (the son of Henry Hudson, the elder, founder and first assistant of the Muscovy Company) was alive as late as 1618. Admiral Sir William Monson,§ who speaks in his *Naval Tracts* in high terms of Hudson, was also one of the Adventurers to Virginia. Another of Henry Hudson's friends, Richard Hakluyt, prebendary of Westminster, was the chief promoter of the petition addressed to King James in the year 1606, praying that he would grant patents for the colonization of Virginia. It is from Hakluyt's famous *Voyages* that we have learned so much respecting the earlier members of the Hudson family. Hudson evinced his esteem for Hakluyt as early as 1607, when he named a promontory, which he had discovered, after him. Hakluyt|| was also the intimate of Sir Francis Walsingham, Sir Robert Cecil, the Lord High Admiral Howard, Sir Philip Sidney, Sir Francis Drake, and many other distinguished men.

We know that in 1601, Christopher Hudson was governor of the Merchant Adventurers, which at that time, according to contemporary

* Stith's *Hist. Virginia*, Book II, p. 44.

† Stith's *Hist. Virginia*, App., pp. 9-14. J. Hudson's name is here spelled H Hodgson.

‡ *Calendars of State Papers*, Domestic Series, Reign of James I.

§ Sir William Monson's *Naval Tracts*, Book IV. Churchill's *Voyages*, Vol. 3d, pp. 386, 387.

|| For sketch of Hakluyt, see appendix.

testimony, included more than half of all the wealthy traders of London, York, Norwich, Exeter, Ipswich, Newcastle, Hull, and the other chief commercial towns. It is possible that about this period, for a short interval, Henry Hudson may have been a captain in this corporation's employ.

The English East India Company, however, engaged with the Muscovy Company in dispatching Henry Hudson on his last voyage to the North in 1610.* Sir Thomas Smith, already referred to as being the governor of the Muscovy Company, was at the same time governor of the East India Company, and this was only one of a number of instances in which the two companies, while under his guidance, united in a common enterprise. *The Trades Increase* alludes to the close connection existing between the two associations,† and Purchas confirms this view. At the close of the sixteenth century, owing to the rival enterprise of the Dutch, the trade with Russia had greatly diminished, and the Muscovy Company again turned its attention more especially to the accomplishment of the object (the discovery of a northern passage to India) which it was originally organized to promote. Many of its most influential members were the originators of the East India Company (in 1600),‡ and it was most natural that the two bodies should frequently unite in sending out expeditions to make discoveries mutually beneficial.

Thus a skilful and experienced navigator in the service of one powerful corporation would be almost equally well known to the members of contemporary associations. In this way Henry Hudson, in addition to the fame acquired by his remarkable discoveries, would also possess a "national reputation" as a gallant and successful commander in the Muscovy Company's employ; owing to the countless ramifications of these great commercial bodies, whose members were to be found in every city throughout the kingdom.

* See Charter granted to the Merchants Discoverers of the North West Passage, July 26th, 1612. *Hakluyt Soc. Pub.*, London, 1860, p. 255.

† *The Trades Increase*, London, 1615. Harl. Misc., vol. III, pp. 291, 292.

‡ In December 1614, Sir Thomas Smith, governor of the East India Company, reminded *the Court of Committees* of that corporation, "that three yeares since this Coupanie did aduenture £300, p. annum for three yeares towards the discoury of the Northwest passage." See Rundall's *Voyages to the North-West*, *Hakluyt Soc. Pub.*, London, 1849, page 96.

The position of his kinsman Christopher Hudson, as the head of the Merchant Adventurers, who had long maintained most intimate relations with Germany and the Netherlands, may have been among the earliest means of attracting towards Henry Hudson the attention of the Dutch, whose efforts had also of late been turned to the discovery of a shorter passage to India by the north. His subsequent brilliant services and voyages to the north would strengthen in the minds of the leading merchants and capitalists of Holland, the conviction that Henry Hudson possessed the courage, experience and genius requisite to aid them in developing and carrying into execution plans which might lead to the realization of their hopes.

The first *recorded* voyage made by Henry Hudson was undertaken for the Muscovy or Russia Company. Departing from Gravesend the first of May, 1607, with the intention of sailing straight across the north pole, by the north of what is now called Greenland, Hudson found that this land stretched further to the eastward than he had anticipated, and that a wall of ice, along which he coasted, extended from Greenland to Spitzbergen. Forced to relinquish the hope of finding a passage in this direction, he once more attempted the entrance of Davis's Straits by the north of Greenland. This design was also frustrated, and he apparently renewed the attempt in a lower latitude and nearer Greenland on his homeward voyage.* In this cruise Hudson attained a higher degree of latitude than any previous navigator. He also remarked the changing colour of the sea in the neighbourhood of Spitzbergen, and first noted the amelioration of the temperature in his northward progress. His observations as to the abundance of whales and "morses" in those waters, by directing attention to that source of profit, laid the foundations of the future prosperity of Spitzbergen. Space will not permit the enumeration of Hudson's other important discoveries in this expedition in 1607. He reached England on his return on the 15th September of that year.

On the 22d of April, 1608, Henry Hudson commenced his second

* See Purchas, III, 530. Also Dr. Asher, in *Hakluyt Soc. Pub.*, 1860, to whom much is due on account of his efforts to identify accurately the precise localities visited by Hudson.

recorded voyage for the Muscovy or Russia Company, with the design of "finding a passage to the East Indies by the north-east." *

He had with him his son, John Hudson, and James Skrutton or Strutton, who had sailed with him the previous year. John Cooke, who had also been one of the crew in 1607, now went in the capacity of boatswain. Robert Juet, of Limehouse, who afterward accompanied him in his two last voyages, and finally basely conspired against him, now first appears upon the scene as second in command and mate. Ludlowe Arnall, or "Arnold Lodlo," as Prickett styles him, destined to share Hudson's tragic fate three years later, also shipped for this cruise, as did Michael Pierce, one of the traitors in the fourth voyage who perished miserably.

The name of *Humfrey Gilby* likewise occurs in the list of sailors preserved in Purchas. Having discovered the intimate relations which existed between Sir Humphrey (or Sir *Humfrey*, as Hakluyt calls him) Gilbert and Christopher Hudson, it is not improbable that the above is one of the many instances of misspelling or misprinting continually met with—both in Hakluyt and Purchas, and that the person referred to was in reality named Humfrey Gilbert, and belonged to the family of the great voyager. This conjecture seems the more reasonable as Sir Humphrey Gilbert is known to have left nine sons.†

On the 3d of June, 1608, Hudson had reached the most northern point of Norway, and on the 11th was in latitude $75^{\circ} 24'$, between Spitzbergen and Nova Zembla. Four days later he records the following curious incident, which affords a glimpse of the love of the marvellous that has distinguished sailors of all ages and of every clime. On the 15th of June he writes: "This morning one of our companie looking over boord saw a *Mermaid*,‡ and calling up some of the companie to see her, one more came up, and by that time shee was come close to the ships side, looking earnestly on the men: a

* Purchas, III, p. 574.

† Prince's *Worthies of Devon*.

‡ A curious print of a mermaid is preserved in De Bry, *Decimæ Tertię Partis Americæ Sectio Prima*, page 4, edition of 1634.

little after, a Sea came and overturned her: from the Navill upward, her backe and breasts were like a womans (as they say that saw her), her body as big as one of us; her skin very white; and long haire hanging downe behind, of colour blacke: in her going downe they saw her tayle, which was like the tayle of a Porposse, and speckled like a Macrell. Their names that saw her, were *Thomas Hilles* and *Robert Rayner*.”*

It is scarcely necessary to do more than simply refer to Hudson's attempts to pass to the north-east beyond Nova Zembla; to his return southwards along the islands of which the group consists, and to his numerous observations up to the time of his arrival in England. To the concluding passage, however, in Hudson's journal of this voyage, particular attention is due, as it illustrates the remarks previously made, and will also aid us in our enquiries concerning his next voyage. “*The seventh of August*,” he says, “I used all diligence to arrive at London, and therefore now I gave my companie a certificate under my hand, of my free and willing returne, without perswasion or force of any one or more of them; *for at my being at Nova Zembla, the sixt of July, voide of hope of a north-east passage* (except by the Vaygats, for which I was not fitted to trie or prove), *I therefore resolved to use all meanes I could to sayle to the north-west*; considering the time and meanes wee had, if the wind should friend us, as in the first part of our voyage it had done, and to make triall of that place called Lumleys Inlet, *and the furious overfall by Captain Davis*, hoping to runne into it an hundred leagues, and to returne as God should enable mee. But now having spent more then halfe the time I had, and gone but the shortest part of the way, by meanes of contrary winds, I thought it my duty to save Victuall, Wages and Tackle, by my speedy returne, and not by foolish rashnesse, the time being wasted, to lay more charge upon the action than necessitie should compell, I arrived at Gravesend the six and twentieth of August, [1608].”†

Henry Hudson's previous discoveries had already rendered him famous, and his safe return from another perilous voyage to the north was hailed in England with deep interest and satisfaction. The

* Purchas, III, p. 575.

† Purchas, III, p. 580.

results of his explorations soon spread to the continent, where they were received with even greater curiosity, and aroused the fears of the Dutch East India Company, then recently established. We are accordingly not surprised to learn from the *Negotiations* of President Jeannin, that Hudson was soon called to Holland by the directors of that corporation at Amsterdam.

In order to obtain a clear idea of the reasons for this step, it will be necessary to glance at the connection of the Dutch with the discovery of a northern passage to India.

We have already reviewed the northern discoveries made by our own countrymen, commencing with Richard Chancellor's successful expedition in 1553, and we shall now see how closely they were followed ultimately in their enterprises by the sagacious and energetic Hollanders. As early as 1578 the Dutch were trading with Russia; and Captain Edge testifies that a year or two later, "one John de Whale, a Netherlander, came to the Bay of Saint Nicholas, being drawne thither by the perswasion of some English for their better means of interloping."* Sir Jerome Bowes, who was the ambassador from Queen Elizabeth to the Czar, writing in 1583, says: "The Dutch merchants had intruded themselves to trade into those countreys, notwithstanding a privilege of the sole trade thither was long before granted to the English merchants."†

Indeed, in the month of April of the same year, Captain Carlile had taken occasion to urge as a powerful argument in favor of Gilbert's American enterprise, that the Netherlanders were interfering sadly with the Muscovy Company's Russian trade.

Having secured to themselves influence at the court of Moscow, and thus gained a foothold in Russia, the Dutch, still following the example of the English, began to turn their attention to the rich countries lying far to the eastward, and likewise became interested in attempts to discover a short northern passage to China, and the Indian seas.

* Purchas, III, p. 464.

† Hakluyt, I, p. 459.

Meanwhile the commerce with Russia was immensely increased, and the Netherlanders had become such powerful rivals as almost to supplant and exclude the English.* Houtman, the brewer's son, also, having doubled the Cape of Good Hope, returned to Amsterdam in 1597, bringing with him the rarest products of the east. Thus the foundations of the great Indian trade were finally laid, and companies sprang into existence all over Holland, eager to participate in the almost fabulous profits accruing from this new source of wealth.

The discontent produced by the unequal fortunes attending the efforts of rival associations, soon awakened a natural solicitude in the minds of thoughtful men. Olden Barneveldt, advocate of Holland, and leader of the Arminian party, to which Grotius himself belonged, comprehending the situation at a glance, determined to calm the tumult, while at the same time he increased the power of himself and his friends, by combining the hitherto opposing forces under one government with common interests. Although this plan met with stout resistance from some of the more successful adventurers, it was finally adopted by the States-General; and two years after the English East India Company was incorporated, viz. : in 1602, the Republic of Holland established the Dutch East India Company.

The rapid growth and ample resources of the company may be estimated by the fact, that six years after its organization, it had in its service, besides smaller vessels, forty large ships, "armed with six hundred pieces of cannon, and manned by five thousand sailors."† Prior to this, it is known to have returned to its shareholders three-fourths of their invested capital, in the course of a single year.‡

Although the charter only expressly conferred upon the company the privilege of trading with India by the Cape of Good Hope and the Straits of Magellan, it is evident that soon after the company was created, the expediency of attempting to find a passage by the north-east was freely discussed. In fact, the fears of many, lest the dis-

* Harleian Misc.

† Murphy's *Hudson in Holland*.

‡ Brodhead's *Hist. N. Y.*, I, 23

covery of a short northern route by rivals, should suddenly deprive them of their lucrative trade with the east, found expression as early as the 7th of August, 1603, in a formal determination to prevent such a result by every means in their power. *

It is, accordingly, easy to picture the consternation produced by the accounts of Hudson's return from a second remarkable voyage; and we have no difficulty in appreciating the reasons which governed the Amsterdam Directors of the Dutch East India Company, in sending a pressing invitation to the great navigator to visit Holland and confer with them in relation to undertaking, in their service, another northern expedition.

Hudson left England in the winter of 1608-9. The exact period of his arrival in Holland is uncertain, as are also the causes which induced him to leave the Muscovy Company's employ, and to accept the offers of the Dutch. It could scarcely have been the hope of pecuniary reward, which induced Hudson to listen to the overtures of the Netherlanders, for the sum which he was to receive for his hazardous services was extremely meagre. † Our acquaintance with his character, and our knowledge of his purposes and plans, must also preclude this idea, and convince us that it was the desire to crown the labors of his life with the triumphant discovery of a northern passage to India, which controlled Hudson's action in this matter.

Immediately after his arrival in Amsterdam, Hudson held several interviews with the resident directors of the Dutch East India Company; and laid before them the results of his extensive experience in the far north. Having revealed his belief in an open polar sea, and the consequent existence of a passage that way to India, he proceeded to illustrate his theory by arguments drawn from the wide range of personal observations. His views were fully coincided in by the Rev. Peter Plantius, ‡ whose great attainments as a geographical scholar, lent additional weight to the cogent reasoning of Hudson.

* *Register der Resolutien van de Seventiene*, cited by Mr. Murphy.

† See *Dutch E. I. Co's contract with Hudson*. Murphy's *Hudson in Holland*, pp. 34, 35, 36.

‡ Called the "Hakluyt of the Netherlands."

Impressed by the whole bearing of the man, and aroused by representations so forcibly and intelligently conveyed, the Amsterdam directors became eager to engage the services of the distinguished seaman. Reflecting however, that they could not bind the whole company, and that the power of sending out ships was vested in the Council of Seventeen, whose next meeting would be held too late to enable a vessel to sail that year with any chance of success, they felt obliged to confess that they were unprepared to engage at once in an expedition, and to rest content with a promise from Hudson to return to Amsterdam the following year.

No sooner were these negotiations terminated, than advances were made to Hudson by Isaac Le Maire, an eminent merchant of Amsterdam, born in Tournay in Hainault, who had formerly been a director, but was now opposed to the Dutch East India Company, and desired to enlist Hudson in the service of the King of France. Hudson apparently conversed freely concerning his plans and aspirations with Le Maire, who communicated them with a strong endorsement to President Jeannin, one of Henry the Fourth's ambassadors at The Hague, specially charged by the king to promote the establishment of a French East India Company. Rumors of the interview with Le Maire soon reached the ears of the Amsterdam directors, who, having written to the other Chambers, immediately recalled Hudson, and entered into a formal contract with him to conduct a vessel forthwith to the north; so that when Le Maire, having gained Henry's consent, and being provided with four thousand crowns for the purpose, applied to Hudson to undertake a voyage* for the French monarch, he found the discoverer already pledged to the Dutch East India Company.

* A copy of the contract between Hudson and the Chamber of Amsterdam was discovered a few years since by Mr. Murphy, in the royal Archives at The Hague, appended to a manuscript history of the corporation, prepared by Mr. P. Van Dam, who was the company's Counsel, from 1652 to 1706. From this we learn, that the original was signed on the 8th of January, 1609, and that the services of an

* *Nég. du Prés. Jeannin*, Lettre du 25 Janvier 1609. *Ibid.* Lettre du roi du vingt-huitième Février, 1609, quoted by Mr. Murphy. An English translation of Jeannin's letter is published in the *Hakluyt Soc. Pub.*, 1860, pp. 244-254.

interpreter were required to aid Hudson in his communications with the Company.

The contract having been completed, the instructions for the voyage were prepared by the Amsterdam Chamber, whose action was sanctioned by the Council of Seventeen, on the 25th of March.*

In response to a resolution of that body, passed at their next meeting,† copies of both documents were afterwards sent to each of the several Chambers. It clearly appears from the authentic copy of the contract, and the abstract of the instructions preserved by Mr. Van Dam, that the directors agreed to furnish a small vessel of about sixty tons, well provisioned and manned, in which Hudson should sail about the first of April, "to search for a passage by the North, around by the north side of Nova Zembla;" and he was to continue thus along that parallel until he should "be able to sail southward to the latitude of sixty degrees."‡ "He was further ordered by his instructions, to think of discovering no other routes or passages, except the route around by the north and north-east above Nova Zembla; with this additional proviso, that if it could not be accomplished at that time, another route would be the subject of further consideration for another voyage."§

The sum of \$320 was to be paid to Hudson for his outfit, and for the support of his wife and children, and in case he lost his life, the directors were to give his widow \$80! Should he find "the passage good and suitable for the company to use," the directors declared they would reward Hudson "for his dangers, trouble and knowledge, in their discretion, with which the before mentioned Hudson is content."

Having thus completed his preliminary arrangements with the Dutch E. I. Company, Hudson spent the intervening time before his

* *Res. van der Seventiene*, March 25, 1609, cited by Mr. Murphy.

† For an interesting account of the internal organization of the company, see *Henry Hudson in Holland*, p. 21.

‡ Murphy, pp. 34, 35. See D. E. I. Co.'s contract with Hudson.

§ *Ibid.*, p. 39, Mr. Van Dam's abstract of instructions.

departure, in grave consultation with the Directors, and with such other leading men as were competent to advise with him concerning his contemplated voyage. Pre-eminent among the latter stood the Belgian emigrant, Peter Plantius, minister of the Reformed Church in Amsterdam, whose varied knowledge of maritime affairs, was the result of an unwearying spirit of philosophical investigation. Born in Flanders, and compelled to seek refuge from persecution in Holland, Plantius had early engaged with Usselincx in endeavouring to establish a *West India Company*, and soon became widely known as one of the leaders of the Calvinistic or Orange party. He was an ardent believer, however, in the practicability of reaching India by the north-east, and accordingly, took a deep interest * in Hudson's plans; as he had done in those of Barentson fifteen years earlier. †

Purchas tells us that he found among Hakluyt's papers, the translations of two documents loaned by Plantius to Hudson. The first contained *memoranda* made by Barentson in the course of his voyage in 1595. At the top of the sheet was the following note by Hudson: "This was written by William Barentson in a loose paper which was lent mee, by the Rev. Peter Plantius, in Amsterdam, March the seven and twentieth, 1609." ‡ The other document was thus prefaced: "A Treatise of Iver Boty, a Gronlander, translated out of the Norsh language into High Dutch, in the yeere 1560, and after, out of High Dutch into Low Dutch, by William Barentson, of Amsterdam, who was chiefe pilot aforesaid. The same copie in High Dutch is in the hands of Jodocus Hondius, which I have seene. And this was translated out of Low Dutch by Master William Stere, marchant, in the yeere 1608, for the vse of me, Henrie Hudson. William Barentson's Booke is in the hands of Master Peter Plantivs, who lent the same vnto me." §

Jodocus Hondius, mentioned above, had placed Hudson under many obligations. Like his friend Plantius, he was of Flemish ex-

* Van Meteren. *Henry Hudson in Holland. Hudson the Navigator.*

† Purchas, III, p. 478, ed. of 1625. *De Veer's Voyages. Hakluyt Soc. Pub.*, 1853, p. 41. *Biogr. Univ.*

‡ Purchas, III, p. 518.

§ Purchas, III, p. 518.

traction, having been born in Ghent, in 1563. Passing over to England at an early age, during the troubles in the Low Countries, he there engraved portraits of Queen Elizabeth, Sir Francis Drake, and Thomas Cavendish, the famous navigator. Whether he became acquainted with Hudson at that period of his life, does not appear. Having afterwards removed to Amsterdam, he engaged extensively in the business of map making, and gained much applause on account of the beauty and comparative accuracy of his work, as well as for the extent of his geographical acquirements. He was the adviser and interpreter of Hudson in the latter's communications with the Dutch E. I. Company, and we find that he afterwards signed the Contract as a witness.

Hudson's intercourse with Plantius and Hondius was of such a confidential character, that he apparently revealed to these friends his most cherished purposes and plans. He also produced certain letters and maps "which his friend, Captain John Smith, had sent him from Virginia, and by which he informed him that there was a sea leading into the Western ocean, by the north of the southern English colony."* These authorities were hailed with interest by Plantius, who brought forward at this stage of the conference, the log books of George Waymouth, who had visited the mouth of Hudson's Straits several years before, in the employ of the English East India Company, and had also sailed as far south as latitude $41^{\circ} 30'$ north.†

After collating Smith's accounts with the results of Waymouth's, and, probably, Gosnold's‡ voyages, Hudson was of the opinion that there was also ample opportunity for discovery between the Chesapeake bay and the extreme southern point, visited by the two explorers.§ He thought, moreover, that the road through the

* *Van Meteren's Historie Der Nederlanden.* Hague, 1614, Fol. 629, a. Hakluyt Soc. Pub. 1860, p. 148.

† 2d Latin ed., Hudson Tract, Amsterdam, 1613. *Hudson in Holland. Hudson the Navigator.* Rundall's *Voyages to the North West.* Hakluyt Soc. Pub. 1849.

‡ See Juet's Journal of the 3d voyage, Purchas, III, p. 588, ed. of 1625.

§ Compare what *Strachey's Virginia* says of Argal, in 1610. Hakluyt Soc. Pub., 1849, 42, 43, also Purchas IV, 1762.

"Narrows," mentioned by Waymouth, might lead to India. The latter opinion was however stoutly opposed by Plantius.

We shall presently discover the comparative influence of these various views upon the future movements of the discoverer.

On Saturday, the fourth of April 1609,* Henry Hudson set sail from Amsterdam, and 'by twelve of the clocke' on Monday, having passed the Texel, was two leagues off the land. His vessel, the *Half Moon*, a yacht of about eighty tons burden, was manned by a motly crew of sixteen or eighteen† English and Dutch sailors. His mate was likewise a Netherlander. Robert Juet, who had sailed in that capacity the preceding year, now acted as Captain's clerk, and fortunately for posterity, also kept the curious Journal of the voyage, which is still preserved in Purchas's third volume.‡

It is certainly greatly to be deplored that Hudson's own Journal, which De Laet had before him when he wrote the "*Nieuwe Werelt*," § has entirely disappeared, together with such other documents as Hudson on his return may have forwarded to the Dutch East India Company. || By the loss of these invaluable manuscripts, we are reduced to the necessity of gleaning the particulars of this voyage from the statements of others, not thoroughly competent to judge of the motives which actuated Hudson at the various stages of his progress.

As we have seen, Hudson left Holland with the intention of searching "for a passage by the North, around by the North side of Nova Zembla." Van Meteren tells us, that having doubled the Cape of Norway ¶ the 5th of May, he "directed his course along the

* New Style.

† There is a doubt as to the exact number. Lambrechsten says 16 men. Van Meteren first speaks of a 'crew of eighteen or twenty hands;' but he afterwards tells us that Hudson (in making proposals to the D. E. I. Company for another voyage), wished their number raised to twenty.

‡ John Coleman, also one of Hudson's former companions, is the only other Englishman whose name is mentioned as having been on board the *Half Moon*.

§ Printed in 1625.

|| Mr Murphy was unable to discover any traces of these papers in Holland.

¶ The North Cape. Juet's Journal, Purchas, III, p. 580.

northern coasts towards Nova Zembla ; but he there found the sea as full of ice as he had found it the preceding year, so that he lost the hope of effecting anything during the season. This circumstance, and the cold which some of his men who had been in the East Indies could not bear, caused quarrels among the crew, they being partly English, and partly Dutch ; upon which the captain, Henry Hudson, laid before them two propositions ; the first of these was, to go to the coast of America, to the latitude of 40°." This idea had been suggested by Captain John Smith's maps and letters. "The other proposition was, to direct their search to Davis's Straits." * The latter was the plan which Hudson had entertained, but eventually abandoned, when in a somewhat similar position, on the 6th of July, 1608.

As his instructions were to retrace his steps, and return to Amsterdam in case of a failure to find a passage to the North East, Hudson would have been entirely justified in relinquishing further effort, now that he found himself with a mutinous crew, utterly baffled by the ice in his endeavours to discover an opening in that direction to the Celestial Empire. His anxiety to accomplish something worthy of his reputation, however, would not suffer him to adopt such a course. He perhaps argued that it had not occurred to the Directors, that insurmountable obstacles might present themselves, before his vessel fairly reached Nova Zembla ; and he may accordingly have concluded that in his present situation, he possessed discretionary power. On the other hand, we are distinctly told by Mr Van Dam, that "having found the sea there * * * as full of ice as it was in the previous years," Hudson "determined *contrary to his instructions*, to seek another route." † Whatever may have been his reasoning, we know that fortunately he did assume the responsibility of sailing in the opposite direction.

On the 14th of May, having gained the consent of his officers and crew, Hudson shaped his course towards the setting sun, hoping to

* Van Meteren's Hist. der Neder. The Hague, 1614. Fol. 629, a. Hakluyt Soc. Pub., 1860, pp. 147-149.

† MS. History of the D. E. I. Company, by Mr P. Van Dam, in the Archives at the Hague. Passage translated by Mr Murphy, *Hudson in Holland*, p. 33.

discover an uninterrupted passage to India, in the unexplored regions lying to the north of the infant Colony of Virginia.*

A fortnight later, he had replenished his water casks at Stromo, one of the Faroe group, and was steering away south-west in hopes of seeing Busse Island, which one of Frobisher's ships had discovered thirty years before. Foiled in this attempt, he still pursued his voyage with unfaltering courage, for nearly a month, although beset by a succession of fierce gales, and on the second of July, was at soundings off the grand bank of Newfoundland, with foremast gone and sails badly rent. Falling in next day with "a great fleet of Frenchmen which lay fishing on the banke," he "spake with none of them;" but soon after, when becalmed, he allowed his own company to "try" for cod.

On the twelfth, the American shores gladdened the sight of the expectant mariner, and on the eighteenth, Hudson anchored in a safe and commodious harbor on the coast of Maine.†

Here the lawless character of the crew displayed itself in a wanton attack upon a party of Indians, who had made their appearance in a couple of French shallops. Distressed and alarmed by the occurrence, Hudson once more stood out to sea, and did not approach the land until the third of August, when he sent five men ashore, who returned laden with rose trees and goodly grapes. Hearing the voices of men calling, the next morning, he again sent a boat's crew from the ship, thinking there "had been some Christians left on the land." The sailors found none but "Savages," who manifested, however, great delight on their approach. Supposing that the point of land which he now saw to the southward, was the same headland which Gosnold in 1602, had named "Cape Cod," he held on his way and two weeks afterward found himself off King James' River in Virginia.

Resisting the temptation to visit his friend Smith, whom he would have found preparing to return to England, Henry Hudson, still intent upon the great object of his search, once more altered the

* Van Meteren is the only authority for the important events which took place between the 5th and 14th of May. Juet is purposely silent.

† Probably Penobscot Bay.

course of the yacht, and steering northward, on Friday, the twenty-eighth day of August, 1609, discovered the great bay now called Delaware.

At noon, having passed the lower cape, the shores were descried stretching away north-west,* while land was also seen towards the north-east, "which Hudson at first took to be an island, but it proved to be the main land and the second point † of the bay." ‡ The remainder of the day was spent in sounding the waters, which were in some parts filled with shoals, as at the present time, so that the *Half Moon*, though of light draught, struck upon the hidden sands. "Hee that will throughly Discover this great Bay," says Juet, "must have a small Pinnasse that must draw but four or five foote water, to sound before him."

At sunset, the master anchored his little vessel "in eight fathomes water," and found a tide running from the north-west; "and it riseth one fathome, and floweth South-South-east." §

"From the strength of the current that set out and caused the accumulation of sands," he "suspected that a large river discharged into the bay." ||

In the course of the night, the weather, which had been intensely warm all day, suddenly changed. A passing storm dispelled the heat, while the breeze blowing from the land refreshed the weary men with the perfumes of sweet shrubs and summer flowers. At early dawn the explorations were renewed, and Hudson stood towards the "nother land," where he again "strooke ground" with

* Juet's Journal, Purchas III, p. 590.

† Cape May.

‡ De Laet's *Nieuwe Werelt*. fol. Amsterdam, 1625, Book III, Chap. 7. Hazard's *Annals*, p. 3. N. Y. Hist. Soc. Coll. Vol. I, N. S., p. 290.

§ Juet's Journal, Purchas, III, 590. Van der Donck speaking of the South River, or Delaware, says: This is the place where the ship *Half Moon* first took possession." Dr O'Callaghan, in his *Hist. of New Netherland*, Vol. I, p. 34, quotes the *Beschryving Van Nieuw Nederlandt*, as above, and also says: "Here he [Hudson], anchored the *Half Moon* in eight fathom water, and took possession, it is said, of the country."

|| De Laet's *Nieuwe Werelt*.

his rudder. Convinced that the road to China did not lie that way, he hastened to emerge from the Delaware, in search of new channels through which he might pass quickly to India, the goal of his wishes. Imbued with this idea, he continued his voyage along the coast of New Jersey, and cast anchor on the 3d of September, within the shelter of what is now Sandy Hook. His subsequent discovery of the river which bears his name, and his ascent to a point in the vicinity of the present city of Albany, are facts too well known to require repetition here.*

On the return voyage Van Meteren informs us, that Hudson and his company held council together, but were of different opinions. "The mate, a Dutchman, advised to winter in Newfoundland, and to search the north-western passage of Davis throughout. This was opposed by Hudson. He was afraid of his mutinous crew, who had sometimes savagely threatened him, and he feared that during the cold season they would entirely consume their provisions, and would then be obliged to return. Many of the crew also were ill and sickly. Nobody however spoke of returning home to Holland, which circumstance made the captain still more suspicious. He proposed therefore to sail to Ireland, and winter there; to which they all agreed. At last they arrived at Dartmouth, in England, the 7th of November, whence they informed their employers, the Directors of the Dutch East India Company, of their voyage. They proposed to them to go out again for a search in the north-west, and that besides the pay, fifteen hundred florins should be laid out for an additional supply of provisions. Hudson also wanted six or seven of his crew exchanged for others, and their number raised to twenty. He was then going to leave Dartmouth on the first of March, so as to be in the north-west towards the end of that month, and there to spend the whole of April, and the first half of May in catching whales and other fish in the neighbourhood of Panar Island;†

* The loss of Hudson's own Journal, in connection with his discovery of Delaware Bay, is indeed irreparable. Our sense of the loss is increased by the remembrance that Hudson's River, Hudson's Strait, and Hudson's Bay, had probably been visited long before Hudson explored them; while it is pretty well established that Delaware Bay had never been visited till he discovered it in 1609.

† Somewhere near the coast of Newfoundland. No such name as Panar Island occurs on old maps. Dr Asher is of the opinion that the island meant is the *Ys. de Arena* of Ortelius.

thence to sail to the north-west, and there to pass the time till the middle of September, and then return to Holland, along the north-eastern coast of Scotland. Thus this voyage passed off."

"A long time elapsed through contrary winds, before the Company could be informed of the arrival of the ship in England. Then they ordered the ship and crew to return as soon as possible. But when they were going to do so, Henry Hudson and the other Englishmen of the ship were commanded by the Government there not to leave England, but to serve their own country. Many persons thought it rather hard and unfair that these sailors should thus be prevented from laying their accounts and reports before their employers, chiefly as the enterprise in which they had been engaged was such as to benefit navigation in general. These latter events took place in January, 1610." *

After a detention of eight months in England the *Half Moon* † reached Amsterdam in the summer of 1610. In the month of April preceding, her late commander Henry Hudson,‡ once more sailed under English auspices in search of a north-west passage. From this voyage he was destined never to return. Again cursed with a wicked and mutinous company, he encountered hardships and sufferings from their criminal misconduct, which the artful inventions of the survivors skilfully concealed. Though he had divided even with tears his last bread with his men, yet on midsummer's day, 1611, his ungrateful crew, thrusting him into a frail boat, with his son,§ and several sick sailors, cut him adrift, to perish amid the arctic winds and waves of the "great waste of waters," which bearing his name, "is his tomb and his monument." ||

* Van Meteren, *Historie der Nederlanden*. Hague, 1614, Folio 629, a. For English translation see Hakluyt Soc. Pub., 1860, pp. 151-153.

† On the 6th of March, 1615, she was finally wrecked and lost on the Island of Mauritius. Brodhead, I, 43.

‡ For names of his employers, see Hakluyt Soc. Pub., 1860. p. 255.

§ For account of his son, John Hudson, see *Appendix I*.

|| Bancroft, II. pp. 265-275, 19th edition. The eloquent and exact historian of the United States gives a graphic sketch of Hudson's career, in his second volume. Mr Brodhead, in his *History of New York*, and Dr O'Callaghan, in his *History of New Netherland*, also furnish exceedingly interesting accounts of Hudson's life and voyages.

Two centuries and a half have elapsed since Delaware's discoverer ended his heroic labors and met his tragic fate ; yet to-day three nationalities linger with pleasure over the incidents of his romantic career, and find subjects of common pride in the record of his brilliant explorations.



APPENDIX.



A P P E N D I X.

I.

HENRY HUDSON'S DESCENDANTS.

It is apparent from the contract between the Dutch East India Company and Henry Hudson that he had several children besides the "only son" so often referred to by writers during the last two hundred years. This son, who accompanied his father in the two voyages to the North in the years 1607 and 1608, was with him, perhaps, in 1609, when he made his great discoveries in this part of the New World, and finally perished with him in his last voyage in 1611. His full name was John Hudson, having probably been named after John Hudson, son of Henry Hudson the elder, and in the Journal of the Voyage to the North, in 1607, by Henry Hudson and John Playse, he is described as "a Boy,"* while in Hudson's own Journal of the second voyage, in 1608, he is mentioned as one of the crew, having apparently at that time attained to the full dignity of a seaman.† Of the other children, of whose existence even the world had been unaware, until the very recent discovery of the East India Company's contract, we know nothing. It is possible that some of their descendants are still to be found.

* Purchas III, 567, ed. of 1625.

† Purchas III, p. 574 ed. of 1625, Dr Asher in a foot-note (p. 122, Hakluyt Soc. Pub.. 1860), says: "Several works on Arctic discovery assert that this John Hudson was the *son* of the great navigator. This is merely a conjecture, though not an unlikely one. It rests upon the fact that John was a *boy* when he lost his life with his supposed father." From what is said above it would appear that John Hudson was not a *boy* when he lost his life. As to his having been the son of Henry Hudson there can be no doubt, for Purchas himself (Vol. V, p. 818, 22nd line, ed. of 1626) declares that such was the fact.

Up to this time, excepting the imaginary description in which the humorous Mr. Knickerbocker indulges in his veracious history *—no writer alludes to the personal appearance of Hudson; and we are told by the best authority “that not even a contemporaneous print of doubtful authenticity” exists to perpetuate the form or delineate the features of the intrepid navigator.

It is not impossible, however, that his old friend Jodocus Hondius engraved Hudson’s portrait, and that it may yet be found in some odd corner.

II.

RICHARD HAKLUYT.

Richard Hakluyt, descended from an ancient family long seated in the county of Hereford, in England, was born, it is supposed, in or near London, about the year 1553. He received his preliminary education at Westminster school, and it was while sojourning at “that fruitful nurserie,” as one of the Queen’s scholars, that he paid a visit to his cousin, Master Richard Hakluyt, a gentleman of the Middle Temple, who first planted in his mind the love of cosmography, and turned his attention to maritime discoveries. At the age of seventeen he was elected to Christ Church College, Oxford. Four years later he took his degree of Bachelor of Arts, and on the 27th June, 1577, he received that of Master of Arts. Some years afterward he addressed letters to Lord Admiral Howard and Sir Francis Walsingham, with a view to the permanent establishment of a course of lectures on navigation; and prior to the year 1589 it appears that he himself delivered discourses on the subject. It is said that it was proposed to him to accompany Sir Humphrey Gilbert to New Foundland. Whatever may have been the fact, we know that he did not go, and that shortly afterward he was appointed chaplain to Sir Edward Stafford, ambassador from Queen Elizabeth to the court of France. While residing in Paris about the year 1588, by the Queen’s mandate he became prebendary of Bristol. He did not, however, return to England until 1588. In this year he was one of

* Knickerbocker’s Hist., N. Y., P. 78

the assignees of Sir Walter Raleigh's patent. In 1594 he married, and nine years later succeeded Dr. Richard Webster as a prebendary of Westminster. He died on the 23rd November, 1616, and was buried in "the Abbey Church of Westminster, dedicated to St. Peter, on the 26th of the same month." * A full account of his various works may be found in Mr. Winter Jones's introduction to the Hakluyt Society Publications for 1850.

III.

SAMUEL PURCHAS.

The Reverend Samuel Purchas an English clergyman, whose principal work, the *Pilgrimes*, and *Pilgrimage*, is so frequently referred to in the preceding pages, was a native of Thaksted in Essex, where he was born in the year 1577. After studying at Cambridge, "he became Minister of Eastwood in Rockford hundred in his own county, but being desirous to collect and write about voyages, travels, and pilgrimages, left his cure to his Brother, and by the favor of the Bishop of London, got to be Parson of St. Martin's church within Ludgate;" and was also made Chaplain to the Archbishop of Canterbury. Wood in his *Fasti Oxonienses*, (Vol. I, pp. 821, 822), gives a list of his works, and says, "by the publishing of which books he brought himself into debt, but died not in prison, as some have said, but in his own house, (a little while after the king had promised him a Deanery) about 1628, aged 51." Boissard, *Bibliotheca*, (ed. 1650), describes him as "an Englishman admirably skilled in languages and human and divine arts; a very great philosopher, historian and theologian; a faithful priest of his own church; very widely known for his many excellent writings, and especially for his large volumes pertaining to the East and West Indies."

IV.

EXTRACTS FROM THE PRIVATE DIARY OF DR. DEE.

"1577, Nov. 6th. Sir Umfrey Gilbert cam to me to Mortlak.

* Wood's *Athenæ Oxonienses*, I, 350, ed. 1690.

"Nov. 22d. I rod to Windsor to the Q. Majestie. Nov. 25th. I spake with the Quene hora quinta ; I spake with Mr. Secretary Walsingham.* I declared to the Quene her title to Greenland, Estetiland and Friseland." Pp. 3-4.

"1578, June 30. I told Mr. Daniel Rogers,† Mr. Hackluyt of the Middle Temple being by, that Kyng Arthur and King Maty, both of them, did conquer Gelindia, lately called Friseland, which he so noted presently in his written copy of Monumethensis,‡ for he had no printed boke thereof." * * *

"1578, August 5th. Mr. Raynolds, of Bridewell, tok his leave of me as he passed toward Dartmouth, to go with Sir Umfrey Gilbert toward Hocheleya." P. 4.

"1579, Oct. 18th. Mr Adrian Gilbert and John Davys reconcyled themselves to me, and disclosed some of Emery, his most dishonest, hypocritical and devilish dealings and devises agaynst me and other, and likewise of that errant strompet her abominable wordes and dedes ; and John Davys sayd that he might curse the time that ever he knew Emery, and so much followed his wicked cownsayle and advyse. So just is God !"

"1580, Aug. 28. My dealing with Sir Humfrey Gilbert for his graunt of discovery." P. 8.

"1580, Sept. 10th. Sir Humfrey Gilbert graunted me my request to him, made by letter, for the royalties of discovery all to the North above the parallell of the 50 degree of latitude, in the presence of Stoner, Sir John Gilbert, his servant or retainer ; and thereuppon toke me by the hand with faithful promises in his lodging of John Cooke's howse in Wichcross strete, where wee dyned onely us three together, being Satterday." P. 8.

* Ashmole informs us that Walsingham continued for a length of time one of Dr Dee's best patrons.

† Rogers was a member of the University of Oxford, and a large commonplace book in his handwriting was in Archbishop Tenison's library in St. Martin's-in-the-Fields.

‡ That is *Galfridus Monumetensis de gestis regum Britannie*. Hakluyt mentions this fact in his collection of voyages.

"1581, March 23d. At Mortlak cam to me Hugh Smith, who had returned from Magellan straights and Vaygatz." * * *

"June 17th (1581). Yong Mr. Hawkins, who had byn with Sir Francis Drake, cam to me to Mortlake." P. 11.

"1582, July 16th. A meridie hor. $3\frac{1}{2}$ cam Sir George Peckuam to me to know the tytle for Novembega in respect of Spayn and Portugall parting the whole world's distilleryes. He promysed me of his gift and of his patient * * * of the new conquest, and thought to get so moche of Mr. Gerardes gift to be sent me with seale within a few days." P. 16.

"1583, Feb'y 4th. Mr Edmunds of the Privie Chamber, Mr Lee, who had byn in Moschovia, cam to be acquaynted with me." P. 18.

"1583, March 17th. Mr John Davys went to Chelsey with Mr Adrien Gilbert to Mr Radforths, and so the 18th day from thence towards Devonshyre." P. 19.

"1583, Aug. 7th. Mr William Burrow passed by me." P. 21.

"1589, Dec. 29. Mr Adrien Gilbert cam to me to Mortlak, and offred me as much as I could require at his hands, both for my goods carried away, and for the mynes." P. 32.

"1590, April 16th. Good Sir Francis Walsingham died at night hora undecima." P. 33.

"1590, May 18th. The two gentlemen, the unckle Mr Richard Candish, and his nephew the most famous Mr Thomas Candish, who had sayled rownd the world, did visit me at Mortlake." Pp. 33-34.

"1594, April 1st. Capitayn Hendor* made acquayntance with me, and shewed me a part of his pollicy against the Spanish King his intended mischief agaynst her Majestie and this realme." P. 49.

"1595, Oct. 9th. I dynded with Syr Walter Rawlegh at Durham Howse." P. 54.

* Dr Dee has preserved several interesting notices of his intimacies with the principal navigators of his time. A general reference to Hakluyt will be sufficient.

V.

EXTRACTS FROM THE JOURNAL OF ROBERT JUET, OF LIMEHOUSE
CONCERNING THE DISCOVERY OF DELAWARE BAY. FROM PUR-
CHAS, HIS PILGRIMES, PART III, pp. 590-591.

The eighth and twentieth, faire and hot weather, the winde at South South-west. In the morning at sixe of the clocke wee weighed, and steered away North twelve leagues till noone, and came to the Point of the Land ; and being hard by the Land in fieve fathomes, on a sudden we came into three fathomes ; then we beare up and had but ten foote water, and ioyned to the Point. Then as soone as wee were ouer, we had fieve, sixe, seuen, eight, nine, ten, twelue, and thirteene fathomes. Then wee found the land to trend away North-west, with a great Bay and Riuers. But the Bay wee found shoald ; and in the offing wee had ten fathomes, and had sight of Breaches and drie Sand. Then wee were forced to stand back eagaine ; so wee stood backe South-east by South, three leagues. And at seuen of the clocke wee Anchored in eight fathomes water : and found a Tide set to the North-west, and North North-west, and it riseth one fathome, and floweth South South-east. And he that will throughly Discouer this great Bay, must have a small Pinnasse, that must draw but foure or fieve foote water, to sound before him. At fieve in the morning wee weighed, and steered away to the Eastward on many courses, for the Norther Land is full of shoalds. Wee were among them, and once wee strooke, and wee went away ; and steered away to the South-east. So wee had two, three, foure, fieve, sixe, and seuen fathomes, and so deeper and deeper.

The nine and twentieth, faire weather, with some Thunder and showers, the winde shifting between the South South-west, and the North North-west. In the morning we weighed at the breake of day, and stood toward the Norther Land, which was found to bee all Ilands to our sight, and great stormes from them, and are shoald three leagues off. For we comming by them, had but seuen, sixe, fieve, foure, three, and two fathomes and a halfe, and strooke ground with our Rudder, we steered off South-west, one Glasse, and had fieve fathoms. Then we steered South-east three glasses, then we found seuen fathomes, and steered North-east by East, foure leagues, and came to twelue and thirteene fathomes. At one of the clocke,

I went to the topmast head, and set the Land, and the bodie of the Ilands did beare North-west by North. And at foure of the clocke wee had gone foure leagues East South-east, and North-east by East, and found but seuen fathoms, and it was calme, so we Anchored. Then I went againe to the top-mast head, to see how farre I could see Land about vs, and could see no more but the Ilands. And the souther point of them did beare North-west by West, eight leagues off. So wee rode till mid-night. Then the winde came to the North North-west, so wee waighed and set sayle.

VI.

EXTRACTS RELATING TO HUDSON'S THIRD VOYAGE FROM JOHN DE LAET'S NIEUWE WERELT. Fol., Amsterdam, 1625, 1630.
From Book III, Chapter 7.

The following passages are from the New York Historical Society's Collections,
New Series, Vol. 1, pp. 290, 291.

As to the first discovery, the Directors of the privileged East India Company, in 1609, dispatched the yacht "Half Moon," under the command of Henry Hudson, captain and super-cargo, to seek a passage to China by the north-east. But he changed his course and stood over towards New France, and having passed the banks of Newfoundland, in latitude $43^{\circ} 23'$,* he made the land in latitude $44^{\circ} 15'$,† with a west-north-west and north-west course, and went on shore at a place where there were many of the natives, with whom, as he understood, the French came every year to trade. Sailing hence, he bent his course to the south, until, running south-south-west and south-west by south, he again made land in latitude $41^{\circ} 43'$, which he supposed to be an island, and gave it the name of New Holland,‡ but afterwards discovered that it was Cape Cod, and that, according to his observation, it lay two hundred and twenty-five miles to the west of its place on all the charts. Pursuing his course to the south, he again saw land in latitude $37^{\circ} 15'$, the coast was low, running north and south, and opposite to it lay a bank or shoal, within

* Near Cape Sable, Nova Scotia.

† On the coast of Maine.

‡ See Dr. Asher's note, p. 155, Hak. Soc. Pub., 1860.

which there was a depth of eight, nine, ten, eleven, seven and six and a half fathoms, with a sandy bottom. Hudson called this Dry Cape.*

Changing his course to the northward, he again discovered land in latitude $38^{\circ} 9'$, where there was a white sandy shore, and within appeared a thick grove of trees full of green foliage. The direction of the coast was north-north-east and south-south-west, for about twenty-four miles; then north and south for twenty-one miles, and afterwards south-east and north-west for fifteen miles. They continued to run along this coast to the north, until they reached a point from which the land stretches to the west and north-west, where several rivers discharge into an open bay. Land was seen to the east-north-east, which Hudson at first took to be an island, but it proved to be the main land, and the second point of the bay, in latitude $38^{\circ} 54'$.† Standing in upon a course north-west by east, they soon found themselves embayed, and, encountering many breakers, stood out again to the south-south-east. Hudson suspected that a large river discharged into the bay, from the strength of the current that set out and caused the accumulation of sands and shoals.

Continuing their course along the shore to the north, they observed a white sandy beach and drowned land within, beyond which there appeared a grove of wood; the coast running north-east by east, and south-west by south. Afterwards the direction of the coast changed to north by east, and was higher land than they had yet seen. They at length reached a lofty promontory or head-land, behind which was situated a bay which they entered and ran up into a roadstead near a low sandy point, in latitude $40^{\circ} 18'$.‡ There they were visited by two savages clothed in elk skins, who showed them every sign of friendship. On the land they found an abundance of blue plums, and magnificent oaks, of a height and thickness that one seldom

* Near the mouth of Chesapeake Bay; the description of the coast corresponds to the vicinity of Cape Charles.

† This was without doubt Cape May, now laid down in latitude $38^{\circ} 57'$, varying only $3'$ from observations of Hudson. The remainder of the description applies well enough to Delaware bay and river, now first discovered, as claimed by the Dutch.

‡ This is about the latitude of Sandy Hook. The highlands of New Jersey formed the lofty promontory referred to.

beholds ; together with poplars, linden trees, and various other kinds of wood useful in ship-building. Sailing hence in a north-easterly direction, they ascended a river to nearly 43° north latitude, where it became so narrow and of so little depth that they found it necessary to return.*

From all that they could learn, there had never been any ships nor Christians in that quarter before, and they were the first to discover the river and ascend it so far. Henry Hudson returned to Amsterdam with this report ; and in the following year, 1610, some merchants again sent a ship thither, that is to say, to the second river discovered, which was called *Manhattes*, from the savage nation that dwelt at its mouth. And subsequently their High Mightinesses, the States General, granted to these merchants the exclusive privilege of navigating this river and trading there ; whereupon, in the year 1615, a redoubt or fort was erected on the river, and occupied by a small garrison, of which we shall hereafter speak. Our countrymen have continued to make voyages thither from year to year, for the purpose of trafficking with the natives, and on this account the country has very justly received the name of New-NETHERLAND.

VII.

“ THE HUDSON TRACT.”

HESSEL GERRITZ'S VARIOUS ACCOUNTS OF HUDSON'S TWO LAST VOYAGES.†

From the Latin and Dutch editions of the *Descriptio et Deliniatio Geographica : Detectionis Freti ab H. Hudsono Inventi*. 4to, Amsterdam, 1612, 1613.

The following accounts are all due to the same hand ; they even form parts of the different editions of the same work ; and the natural supposition would therefore be, that they must be repetitions of each other. This is, indeed, in a small degree, the case. But the varia-

* The latitude of Albany is $42^{\circ} 39'$. It appears from Juet's Journal of the voyage, that Hudson sent his small boat further up the river than his ship proceeded, and in this way he probably reached the latitude of Albany, described as nearly 43° .

† Extracted from *Hudson the Navigator*, by Dr Asher. Hakluyt Society's Pub., 1860.

tions between them are very great and very curious ; showing, as they do, the uncertainty of Gerritz's information, and how it was gradually corrected. It has, therefore, seemed advisable to reprint them all.

I.

HUDSON'S FOURTH VOYAGE, A SUMMARY PRINTED ON THE BACK OF THE CHART. — *An Account of the Voyage and New Found Strait of Mr Hudson.*

Mr Hudson, who has been repeatedly engaged in the search of a western passage, long intended to undertake an expedition for this same purpose through Lumley's Inlet, a channel leading out of Davis's Strait ; as we ourselves have seen pointed out on his map, which is in Mr. Plantius's hands. He hoped thus to reach the Pacific by the west of Nova Albion,* where another Englishman had, according to his drawings, passed through. Hudson found after many labors the way represented on our map, and he was only prevented from following it further up by the resistance of his crew. This mutiny took place under the following circumstances :—They had been absent from home about ten months, being provisioned only for eight, and during their whole voyage they had met but a single man, who brought them an animal which they ate ; but having been badly treated, the man never returned. Having thus left the latitude of 52^0 where they had wintered, and having sailed up to 60^0 , along the western shore of their bay, they fell in with a wide sea and with a great flood from the north-west. The commander intended to proceed further. The crew then arose against him, and put all the officers out of the ship into a boat, and sailed home to England. For this cause they have, on their arrival at home, all been put in prison ; and in the course of the present summer (1612), some ships have again been sent to those regions by order of the King and of the Prince of Wales,† to discover a passage and to look for Mr. Hudson and his companions. These have received orders that, in

* Nova Albion is a vague term embracing all the possessions of the English in North America.

† Henry, Prince of Wales, a young man of great promise, who died in November, 1612.

case the passage be found, two of them shall pass through it, the third shall be sent home with the news, which we are expecting.

II.

HUDSON'S THIRD AND FOURTH VOYAGES.

From the Prolegomena to the First Latin Edition.

But as even after these voyages of William Barentz,* the English had repeatedly tried that northern way, the Directors of the East India Company resolved three years ago to send there a certain Mr. Hudson, an Englishman. He having found no way to the east, but, instead of it, the ocean almost entirely obstructed by ice, went to the west, and returned without any profit to England. He was then sent out again by the English, and his voyage was far more prosperous, but his own fortune far worse. For, having after many labors passed beyond the *Terra de Bacallaos* † for about three hundred miles ‡ to the west, and having wintered there in latitude 52°, and being sure to be able to go still farther; then, not only he himself, but all his officers, were put into a boat by their mutinous crew, and left to drift on the waves. The sailors returned home without delay. We have added his geographical observations to the present book. We expect more certain news by the ships which have already been sent there; and even the much desired report that they will have passed through the strait. These ships will thus obtain eternal fame and glory. * * *

The news of Hudson's recently found passage to the north of Newfoundland, and the hope of a strait, is confirmed by the testimony of the Virginian and Floridan savages, who all state most distinctly that their country is washed on its south-western side by a vast ocean, in which they have seen ships similar to those of the English.

* The preceding passage of the Prolegomena, or Preface to Hessel Gerritz's work, contains a short account of Barentz's voyages to the north-east in search of a short way to China.

† *Terra de Bacallaos*, or cod-fish land, is a vague term, embracing most of the codfish stations north of 49°. On the old maps the name is generally written in latitude 55° or 56°.

‡ Probably German miles. The other accounts have *leucas* (leagues).

III.

HUDSON'S THIRD AND FOURTH VOYAGES.

From the Latin Edition of 1612.

An Account of the Discovery of the North-western Passage, which is expected to lead to China and Japan, by the North of the American Continent, found by Mr. H. Hudson, an Englishman.

The English nation, encouraged by previous success, have grown bolder and bolder in their naval enterprise. Thus, besides their frequent voyages to the east, to Nova Zembla and to Spitzbergen,* they have made almost uninterrupted efforts to discover a western passage or strait to China and Japan. They expected that sailing by this road they would have on their left the North American shores, where they have founded their Virginian colony.

Several of those who set out in search of that passage entered Davis's Straits. Their example was followed by Captain George Winwood,† who sailed in 1602 nearly five hundred English miles up that strait, but was then forced by the ice to return. He now attempted to find the desired passage by exploring the narrows under 61°, which the English call Lumley's Inlet. But having sailed a hundred leagues into them he again turned back, partly on account of the sufferings which the great length of the voyage produced among his crew, partly because he desired to explore two more bays, situated between Lumley's Inlet and Baccalaos, whence the sea was streaming out with great might. These facts are stated in his log books, which Mr. Peter Plantius, a diligent investigator of such matters, communicated to Mr H. Hudson during his stay in Amsterdam in 1609, when Hudson was going to undertake a search for a passage to the north of Nova Zembla for the Directors of the Dutch East India Company. He did set out, but achieved nothing in the east; he sailed therefore straight westward, to attempt again the way searched out and drawn by Captain Winwood; which way, after passing for about a hundred leagues through a narrow channel, leads out into a wide sea. Hudson hoped to find a way through this sea,

* Gerritz has *Groenlandiam*.

† George Waymouth. The mistake is corrected in the later editions.

though Plantius had proved to him the impossibility of success from the accounts of a man who had reached the western shore of that sea. Hudson achieved, in 1609, nothing memorable, even by this new way. But he was again sent out in 1610 by his own countrymen. He now followed the way through Lumley's Inlet, pointed out to him by Winwood's papers. Having passed under many labours through the strait, he reached the latitude of 52^0 , where he wintered. Here he fell in, for the first time during the voyage, with one of the natives of the country. This Indian brought some merchandise, and was armed with a Mexican or Japanese *cris*,* from which circumstances Hudson concluded he was not far from Mexico. The native, however, not being well treated, never afterwards returned. The English thus lost this only chance of adding to their victuals, and being provided for eight months only, they left the harbour they had entered and sailed along the western shore of the bay till up to 62^0 or 63^0 north. Here they found a wide sea and more powerful tides from the north-west, which Hudson and the officers intended to examine further. But the crew, who had already been two months longer from home than their provisions had been intended for, rose against their commanders, and exposed Hudson and his friends in a boat in the open air. The crew then returned by the way they had come, and reached their home in September, 1611, where they were thrown into prison. They are going to be kept prisoners till their Captain will have been found. In search of him three ships have been sent out this summer (1612), by the Prince of Wales and some merchants. They are to explore the passage throughout, and when they have found the open ocean, one of them is to return with the desired news. This ship is daily expected home.

IV.

HUDSON'S THIRD AND FOURTH VOYAGE.

From the Second Latin Edition (1613). With notes indicating the variations of the Dutch Edition.

A Description and Chart of the Discovery of the Strait or passage by the North of the American Continent to China and Japan.

The English, stimulated by the happy success of their maritime

* Thus the Mexicans call their flame-shaped Poniards, (Gerritz's notes.)

enterprise, undergo without hesitation the troubles which these expeditions involve ; and in spite of the laborious nature of their voyages to the east, to Muscovia, Nova Zembla, and Spitzbergen, they are still bent on new discoveries. They have chiefly made uninterrupted efforts to find a passage in the west, where they have already occupied Virginia and peopled it with their colonists. This passage they have sought for between Greenland and New Francia. Their efforts have as yet been fruitless, and through ice and snow they have in vain fought their way up to 70^0 or even 80^0 of north latitude. The strait which they have thus explored bears the name of its first discoverer, John Davis. The last navigator who went along that way was Captain George Waymouth, who sailed in the year 1602, and who, after a voyage of five hundred leagues, was, like his predecessors, forced by the ice to return. But on purpose to draw at least some advantage from his expedition, he directed his course to the bay under 61^0 , which the English call Lumley's Inlet, and sailed a hundred leagues in a south-westerly direction into it. Having gone so far, he found himself landlocked, and despairing of a passage, he was, by the weakness of his crew and by other causes, forced to return. He, however, first explored two more bays between that country and Baccalaos, and found there the water wide and mighty like an open sea, with very great tides.

This voyage, though far from fulfilling Waymouth's hopes, assisted Hudson very materially in finding his famous strait. George Waymouth's logbooks fell into the hands of the Mr. Peter Plantius, who pays the most diligent attention to such new discoveries, chiefly when they may be of advantage to our own country ; and when in 1609, Hudson was preparing to undertake a voyage for the Directors of the East India Company, in search of a passage to China and Cathay by the north of Nova Zembla, he obtained these logbooks from Peter Plantius. Out of them he learned this whole voyage of George Waymouth, through the narrows north of Virginia, till into the great inland sea ; and thence he concluded that this road would lead him to India. But Peter Plantius refuted this latter opinion from the accounts of a man who had searched and explored the western shore of that sea, and had stated that it formed an unbroken line of coast. Hudson, in spite of this advice, sailed westward to try what chance of a passage might be left there, having first gone to Nova Zembla, where he found the sea entirely blocked up by ice and snow. He

seems, however, according to the opinion of our countrymen, purposely to have missed the right road to the western passage, unwilling to benefit Holland and the Directors of the Dutch East India Company by such a discovery. All he did in the west in 1609, was to exchange his merchandise for furs in New France. He then returned safely to England, where he was accused of having undertaken a voyage to the detriment of his own country. Still anxious to discover a western passage, he again set out in 1610, and directed his course to Davis's strait. There he entered in latitude 61° the path pointed out by George Waymouth, and explored all the shores laid down in the present chart,* up to the height of 63° . He then sailed to the south, down to 54° ,† where he wintered. When he left his winter quarters he ran along the western shore for forty leagues, and fell in, under 60° , with a wide sea, agitated by mighty tides from the north-west. This circumstance inspired Hudson with great hope of finding a passage, and his officers were quite ready to undertake a further search; but the crew, weary of a long voyage, and unwilling to continue it, bethought themselves of the want of victuals, with which they had been provided for eight months only, and to which no additions had been made during the voyage, except one large animal which an Indian brought. This Indian was armed with a Mexican or Japanese *cris* (poniard), from which fact Hudson concluded that a place which possessed Mexican arms and productions could not be far distant from that country.‡ At last the ill-will of the crew prevailed. They exposed Hudson and the other officers in a boat on the open sea, and returned into their own country. There they have been thrown into prison for their crime, and will be kept there until their captain shall be safely brought home.§ For that

* His Chart (Zyne Caerte), according to the Dutch edition; a fac-simile is in Hak. Soc. Pub. for 1860.

† 52 degrees (52 *ste. graed*), Dutch edition.

‡ Wherefrom it appears that the people of that country have some communication with those along the Pacific ocean. (*Daer tot dattet schijnt die natie daer te lande ghemeenschap te hebben met die aen de Zuyder Zee.*) Dutch edition.

§ The Dutch edition, published several months before the Latin, has from this point an entirely different termination. "He is being searched for by the ships which have been sent out this summer by the merchants and by the Prince of Wales, who is said to assist them. These ships are not expected to return before

purpose some ships have been sent out last year (1612) by the late Prince of Wales ;* and by the directors of the Moscovia company, about the return of which nothing has as yet been heard. We may therefore hope that they have passed beyond that strait, and we do not think that we shall hear anything about them before they return to England from East India or China and Japan, by the same road by which they went out. This, we hope and pray, may come to pass. Nor has the zeal of our fellow citizens of Amsterdam cooled down. They have some months ago sent out a ship to search for a passage or for Hudson's Strait, to try whether any convenient intercourse can be established with those places, or, if this should be found impossible, to trade on the coasts of New France.†



they will have been in Mare del Zur. We wish them good luck." (*Die ghesocht wort van de scheepens die dese somer derwaert gesonden zijn van de Cooplyuden ende van den Prince van Wallis die daer de hand aen hout, soo gheseyt wort, Welcke scheepens men meent niet te sullen weder komen eer sy al heel sullen tot in Mar del Zur geweest hebben, daer wy haer gheluck toe wenschen*).

* Henry, Prince of Wales, died in November, 1612, between the publication of the first and second editions of Hessel Gerritz. The ships sent out were commanded by Button, the discoverer of Button's Bay, a gentleman of Prince Henry's household. Button wintered in Hudson's Bay, and returned in autumn, 1613.)

† For an account of this expedition see O'Callaghan, *History of New Netherland*, i, pp. 68, 69. See also *Henry Hudson in Holland*, pp. 31, 32. By Henry C. Murphy.

